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\$15.00 PER CASE.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 21st February, 1907.

NOTICE TO CORRESPONDENTS.

Our communications relating to the news column should be addressed to the Editor, and not to the proprietors. Correspondents should send their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted. Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic address: Press, Codes: A.S.W. & Co. Ltd. P.O. Box, 85, Telephone No. 12.

DEATH.

On February 17th, at Shanghai, the wife of Mr. R. J. Sommers, of pneumonia, aged 34 years.

RETURN THANKS.

Mrs. Henderson and family desire to return their heartfelt thanks to their friends for the many expressions of sympathy in their recent bereavement.

HONGKONG OFFICE: 10A, DES VUE ROAD (C.O.)
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 23RD, 1907.

HAVING prudently persisted in referring to the Jamaica incident as a misunderstanding, and postponed comment—knowing the capacity of a degenerate press for mischief-making—we now find, in the fullest information apparently obtainable, our justification. Our sympathy is now entirely with the Governor, Sir ALEXANDER SWETENHAM, who has been most unfairly bullied by a sequestration mob of modern journalists, for doing something that he did not do. The Times, perhaps not aware of the contents of the American Admirals' note, to which Sir ALEXANDER SWETENHAM's was a reply, charitably assumes that the latter was "overwrought and unstrung". So far as we can see, he was the only man who kept his head. The Daily Telegraph says his language was "inexorable", the deplorable Daily Mail chimes in with the opinion that it was "a deplorable blunder", and the American papers, naturally, went to greater lengths. The New York Post called the English Governor "a glorified head" who was "off his head"; the New York Sun frankly dubbed him fool. Even with the full text of both letters before them, there are British organs of public opinion still attacking him, on the principle, doubtless, that a man who is

"down" is unlikely to hit back. Let us sift the newly arrived information, and let us reason together. Briefly, what happened was this. Rear-Admiral DAVIS was ordered from Cuba to Jamaica as soon as news of the terrible disaster was confirmed. On his arrival with two battleships at Kingston, some time after the worst was over, he remembered, there was no salute. The Governor had decided that the thundering of guns might further discompose his nerve-shattered people. That is point number one in favour of the Englishman. There are times when official ceremonies, even apart from possible practical objections, may appear a mere impertinence. This was one of them. The absence of the salute was explained to the American admiral, who was thanked for coming, but advised that there was now no need for his intervention. In face of that he intervened! The following extract from a letter shows his attitude. We regret that we have so far not seen the whole of it; we gather that its earlier portion explained that he had disregarded the Governor's request "through a misunderstanding". Let it be so; so far, Sir ALEXANDER SWETENHAM's conduct is unassailable. Rear-Admiral DAVIS's letter concludes:—

"I landed working parties from both ships to-day to aid in clearing the various streets and buildings, and propose landing parties tomorrow for the same purpose, unless you expressly do not desire it. I think a great deal might be done in the way of assistance to private individuals without interfering with the forces of yourself or with the Government officials, as our only object in being here is to render such assistance as we can. I trust you will justify me in this matter for the cause of our common humanity. I had a patrol of six men ashore to-day to guard and secure the archives of the United States Consulate, with a party of ten for clearing away the wreckage. This party, after finishing their work at the Consulate, assisted working party to search some thieves, recovering from them a safe taken from a jewellery store valued at \$5,000. From this I judge that the police surveillance of the city is inadequate for the protection of private property. Actuated by the same motive—namely, common humanity—I shall direct the medical officers of my squadron to make all efforts to aid cases of distress which might, perhaps, not come under the observation of your medical officers."

The whole head and front of Sir ALEXANDER's offending is contained in the following reply, in which we have searched in vain for the red rag that set so many John Bulls a-bellowing:—

"Thanks very much for your letter, for your kind call and for all the assistance you have given and offered us. While I most heartily appreciate your very generous offers of assistance, I feel it my duty to ask you to re-examine the working party and all parties which your kindness prompted you to land. If, in consideration of the American Vice-Consul's assistance, to his family at his country house, the American Consulate should need guarding in your opinion, although he is present and it is unguarded an hour ago, I have no objection to your detailing a force for the sole purpose of guarding it. But the party must not have firearms or anything more offensive than clubs or staves for this function. I find that your working party this morning was helping Mr. Crosswell to clean his store. Mr. Crosswell is delighted that this work should be done free of cost, and if your Excellency will remain long enough I am sure all private owners will be glad of the services of the Navy to save them expense. It is no longer a question of humanity. All those who are dead died days ago, and the work of giving them burial is purely one of convenience. I shall be glad to accept delivery of the safe which the alleged thieves took possession of. The American Vice-Consul has no knowledge of it. The store is close to a sentry-post, and the officer in charge of the post professes ignorance of the incident. I believe the police surveillance of the city is adequate for the protection of private property. I may remind your Excellency that not long ago it was discovered that thieves lodged and pillaged the house of a New York millionaire during his absence in the summer but this would not have justified a British Admiral in landing an armed party to assist the New York police."

Now let us compare the behaviour of the two men, on this evidence. The American undoubtedly meant well, but there are ways and ways of being helpful. With the characteristic brusquerie of a man of affairs, or more American, as a contemporary admiringly phrases it, the enthusiastic busy-body rides roughshod over the Englishman's dignity. "You can potter about in your own way," he said, in effect; "don't mind us. We hustlers can find a great deal left undone for us to do. Your police are evidently quite inadequate. Allow us to play policemen, won't you? In fact, we've already tackled the job. Then there's your medical officers, Governor. Too slow for a funeral. I'll send mine to help." That is quite a fair paraphrase of our first quotation. Rightly understood, it is more amusing than offensive, though we have shown how it might impinge upon a sensitive official's sense of dignity. Whether it so affected Sir ALEXANDER SWETENHAM does not concern us so much as whether he did or said anything to betray his unwilling for it. This brings us to his own "unpardonable," "egregious" &c., &c. letter. "Thanks very much," it begins, and mentions the kindness of the American, "I most heartily appreciate," he writes, and cites the American's "very generous offers." But "I feel it my duty," and he goes on to outline what he thinks

was his duty, softening, like the gentleman he is, the request by dragging in repeated references to the kindness of the American volunteer. He even makes a concession, unnecessary and illegal, and allows an American guard for the American Consulate, thus exposing himself to the later risk of having it said that his grasp of the situation was inadequate. We need not question if this would have been said; remember it had already been said, and plainly said, by the American Admiral. And so on to the end, courteous, tolerant, grateful, and apologetic that duty does not permit him to let the busy-body have a freer hand. Now it may appear that in making this plea for a malignant official, for fairplay as we see it, we have been unnecessarily severe in our references to the American Admiral. We confess that we have no liking for blackening one to whitewash another, and if the Admiral's letter had been left to speak for itself, we might have left him out of it. But the chivalrous critics of the American press, echoed by their cackling, twittering imitators in London, have written of the "most courteous manner" of the American letter (!) while condemning the English one. We have therefore indicated our own view of it. Moreover, we have considered the Admiral's deeds as well as his words. Twice in his letter he harps on "common humanity," and then—in a huff over a point of etiquette—he countermands the order despatching the Celtic laden with beef for the relief of Kingston. Common humanity hurried him hither, but it was not more than skin-deep, apparently, for he plainly let it be seen that as Kingston's Governor had not been civil to him, the Kingston people could starve so far as he cared. If Sir ALEXANDER SWETENHAM's "tone and manner" be condemned by the good taste of the majority, we will not dream of opposing our perhaps mistaken judgment in such matters, but we may respectfully submit that the "tone and manner" of Rear-Admiral DAVIS is worth analysis. Then, coming to deeds, we may point out that while the English Governor was in duty bound to prevent the unauthorized landing of a foreign force, the American Admiral was not obliged, even for "common humanity" to disregard the law and the Governor, any more than he was obliged, to his American dignity, to deprive common humanity of its expected beef. The very last war we want to see is a war with America, but not even to relieve the nervous shiverings and sentimental horrors of those at home who will submit to anything or do anything to attest their "blood thicker than water" gospel, can we agree to side with them when they, as we think, meanly allow an unoffending and worthy officer to be made a scapegoat for yellow prejudices. The way in which Sir EDWARD GREY and the SECRETARY FOR WAR tumbled over each other to atone for their servant's unproven fault was un-British and ungentlemanly, and we blush for them. President Roosevelt and his Ministers took a more correct view of the incident than they did; and it will be their duty now to see that Sir ALEXANDER SWETENHAM does not suffer further simply because they mistook the squawks of some of its fledglings for the screeching of the American Eagle.

Count Gallina has been appointed Italian Ambassador at Tokyo.

The French Mail of the 22nd January was delivered in London on the 29th inst.

The French Council of Ministers on Jan. 22nd approved the contract plans for the completion of the Yunnan railway.

The revivalist, Mr. C. M. Alexander, left the Colony yesterday on his way to Australia. Doubtless he seeks more worlds to conquer.

The Missionary Review, published in Rome, announces that negotiations are in progress for the establishment of a Roman Catholic university at Tokyo.

Mr. J. A. E. Fullock has joined Right Half No. 2 Company, H.K.V.A. The resignation of Gunner R. W. Pearson from the corps on leaving the Colony is announced.

The Rev. C. J. Hickling, who leaves for home shortly, will make a valedictory appearance at a congregational social meeting in connection with the Union Church on Tuesday next.

At the January shoot of the Right Half No. 2 Company, H.K.V.A., spoons were won in "A" class by Gunner Biden (73+12) and Corp. Wright (73+15) and in "B" class by Gunner Greenhill (56+7), Accotti (51+6), Clarke (41+15) and B. F. Chapman (37+18).

The undermentioned promotions will take place in the Left Half No. 2 Company H.K.V.A. with effect from 18th February:—Corporal M. Molver to Sergeant, Bomb. B. Wittebel to Corporal, Gunner W. H. Woolley to Bombardier, and Gunner V. Sorby to Bombardier.

The antipathy to receiving Chinese subsidiary coins has spread to the Volunteer Headquarters. The latest order intimates that these coins cannot be accepted in payment of ammunition and other articles purchased at headquarters.

The Governor of Jamaica has sent the following message to Mr. Reet:—"Jamaica profoundly grateful to your Excellency for expression of sympathy, very practical aid so kindly given by Admiral Davis and entire Particular Service Squadron United States Navy." This should remove any impression of ingratitude that was based on the wording of his letter to Rear-Admiral Davis.

A Hongkong Volunteer Reserve Association notice says that the King's Park Range will be open for practice on Saturday afternoon, the 23rd inst., from 2 to 5 at 200 yards and the Peak Range on Sunday, the 24th, from 10 a.m. to 12.30 p.m. at 500 yards. His Excellency the Governor has again kindly presented a handsome Cup for competition, and the shooting will commence early next month.

It is announced from Paris that the French Government has decorated Mr. K. Takahashi, the Japanese Financial Commissioner, who is at present on a business tour in Europe. French orders are said to be also on their way to Mr. Sakai, Japanese Minister of Finance, and Mr. Matsuo, Governor of the Bank of Japan. This expression of good-will on the part of France towards Japan, advises state, has been warmly appreciated in Tokyo.

The German Emperor and King of Prussia may find some consolation for the rapid growth of Socialism throughout Germany in the new title which has been conferred upon him in the distant Samoa archipelago. The famous year-book of kings, the "Almanach de Gotha," in its edition for 1907, acquaints the world with the fact that the Emperor William is also the "Great Chief" and "Over-King" of Samoa. It appears that the people of Samoa speak of the German Emperor in these terms.

A copy of the report of the directors of the Hankow Race Club and Recreation Ground gives the accounts for 1906. The net profit for the year was \$2,725.02, after writing off all bad and doubtful debts, \$2,084.50 off buildings and \$2,319.44 off furniture and plant. Several improvements have been made during the year and the Race Meeting, Gymkhana, etc., have been well patronised, while lawn tennis has made great strides and golf has a number of supporters.

The Commercial Intelligence Committee of the Board of Trade has decided to open at the Commercial Intelligence Branch, 73 Basinghall St., E.C., a register of British firms who may desire to receive confidential information relative to their respective trades. In this way it is hoped to reach all British manufacturers and traders who may wish to benefit by the greater activity recently displayed by the Board of Trade. No charge will be made for information supplied, but firms admitted to the register will be required to become subscribers to "The Board of Trade Journal."

Chinese should learn to patronise the Pari Mutuel or sweep, for they are legal gambling, and participants in them need have no fear of molestation from the police. Fancian, nganai and such Oriental games, however, on which the native dearly loves to stake, are illegal under the Gambling Ordinance, therefore those who break the law must pay the penalty. Thus the 26 gamblers who appeared at the Police Court yesterday failed to make a dividend by reason of police surprise visits. They all had bad luck, for the Magistrates convicted in each case and the Government was enriched to the extent of \$177.

The Duke of Connaught and Prince Arthur will soon be able to fly their own flag. It is officially intimated that the King has approved the designs of these flags. Practically they are the Royal Standard, with certain additions. Ships in which the Duke of Connaught or Prince Arthur are embarked will fly the personal flag of their Royal Highnesses, just as they would the Royal Standard if the King were aboard. The new flag will also be used to indicate the presence of their Royal owners at ceremonies ashore. The Royal Standard being reserved for the use of the King, the Queen, and the Prince of Wales.

In the Supreme Court of Judicature, Court of Appeal (before Lord Justice Collins-Hardy and Lord Justice Fletcher Moulton) the case of Caine and Others v. The Palace Shipping Company, Limited, has been heard. This was an application by the defendants for a stay of execution pending an appeal to the House of Lords. The action was brought by seamen against shipowners to recover wages and maintenance in respect of a period of time after the seamen had refused to proceed on a voyage from Hongkong to the Japanese port of Sasebo during hostilities between Russia and Japan. The Court of Appeal held that the plaintiffs were entitled to recover both wages and maintenance. After hearing counsel the Court ordered that there should be a stay pending the appeal to the House of Lords on the following terms:—"The defendants to pay over to the solicitor for the plaintiffs forthwith, the following sums, which have been paid or advanced by the union to these plaintiffs:—Fitzgerald, £189 6s. 5d.; O'Neill, £168 5s. 6d.; Foster, £168 11s. 10d. The defendants to pay over to the solicitor for the plaintiffs also forthwith the moiety of the sums recovered by the five other plaintiffs, the said moiety not to be repaid by or recoverable from the said five plaintiffs, whatever the result of the appeal. The defendants also to pay to the solicitor for the plaintiffs the costs ordered by the judgment and the costs of this application when the said costs respectively have been taxed."

The Imperial Edict sanctioning the Canton-Kowloon Railway Agreement between the Waiwupu and the British and Chinese Corporation has been issued, and formal notification of the fact was sent on February 11th by the Waiwupu to the British Minister in Peking.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, on Saturday, 23rd February, 1907.

March:—"Belphégor," Bragança; "Donan Wollen," Ivanovic; "The Orchid," Caryll; "Ahou Maria," Adams; "Light Cavalry," Bond; "Two Steps," "La Matichich," Bond; "Reminiscences of Ireland," Bond; "Gulffrey Polonaise," Chopin.

Regimental Marches:—"God Save the King," "God Bless the Prince of Wales."

Dinner Menu:—Hors d'Oeuvres—Caviare and Olive Goutons. Soup—Mock Turtle. Fish—Smoked Fish and Parsley Sauce. Entrees—Roasted Leg of Mutton a la Bretonne, Pigeon en Compote, Potatoes a la Maitre d'Hotel, Curry—Parsee, Potatoes, Roast Chicken and Broad Sauce, Roast Chicken a la Maitre d'Hotel, Cold Lettuce Salad and Plain Salad, Sweetmeats—Verdill Pudding, Frankfurt Fudding, Strawberry Ice Cream and Finger Cakes, Cheese Straws, Dessert—Coffee—Fruits.

Episodes whose palates long for a new sensation will be delighted with the prospect offered them in the headline of a contemporary. "Tinned Mermaid," it says, conjuring up in the imagination the most wonderful menagerie ever presented at a City feast. Alas! like so many other things in this modern life, the mermaid is not the real thing, but a base imitation. Tinned daggon is being exported from Northern Queensland; that is all. It seems that the daggon, which is "an aquatic animal and no fish," adopts an upright attitude in the water and has a habit of clasping its young to its breast. Farly mariners and explorers found it so like a woman that from their tales the mermaid myth may have arisen. A vile material explanation of a poetical apparition, which has inspired poets innumerable! However, the daggon is near enough a mermaid to pass for such when carefully preserved and tastefully placed on the table. No poet will eat it of course. He could not be so unkind to the substance of a fairy-tale. But others having no qualms of the kind may accept it with glee, whether it be called mermaid or daggon. On the whole, despite some disadvantages, we should prefer the name to be "tinned mermaid." It sounds better than "potted daggon."

His Excellency Mr. E. F. Gairns, and Mrs. Gairns are proceeding by the C.P.R. steamer to Hongkong en route to England. They intend going on by the C.P.R. steamer to Yokohama, and waiting there for the Empress of Japan, for the Pacific journey. Mr. Alexander-Cook, presently Finance Commissioner, is to be Acting Governor in the interim.

Opposition to the two steamers at present on this run has been set up by some Hongkong Chinese. The China Navigation Co.'s steamer Liang Chow arrived here, under charter, on the same day as the Mau Sang and, though she has taken in a very small quantity of timber and general cargo, and must lose heavily for her charterers, it is rumoured that the trade is to be given a thorough trial. The Liang Chow though a modern ship, and admirable in many respects, is not suitable for the timber trade, and some other vessel will probably be substituted for her. As might be expected, numerous rumours are flying about, and it is hard to find out the actual truth of matters. One thing is certain, a worse time could hardly have been chosen for shipping in opposition to the existing steamers on the run—neither the Mau Sang or Borneo are going away full up just now and the timber market at your port is not brilliantly promising.

THE END SEASON.

Apart from business, however, it really is "a sight for sore eyes" to see another British steamer here. The Germans have undoubtedly given us good steamers and a good service, but after all, one cannot be British and not wish to see the Red Ensign the predominant flag in a trade between British ports and a British Protectorate. However we have yet to see if there is anything serious in the opposition threatening. So far they have had the poorest of success but they may have had promises of support. The last opposition attempted in these waters brought one steamer up only, from Singapore, and it then flickered out, without any serious struggle whatever.

A GOOD YEAR.

Chinese New Year festivities are just starting, and a dragon procession in honour of the departing Governor is the opening round. We think, taking it all round, the Chinese have probably had a slightly better year than the previous two or three.

PRINCE FUSHIMI.

H.I.M. Prince Fushimi, who has been the guest of H.E. the Governor, yesterday spent the day in sightseeing. In the morning the Prince and suite were conducted by the Governor's A.D.C. to the Peak, and during the afternoon went to Kowloon. On Thursday night an official dinner was given at Government House in honour of H.I.M., and last night he was entertained to dinner by the Japanese Consul at his residence, No. 19, Macdonnell Road. The Prince leaves at noon to-day on board the Devanha.

BRITISH NORTH BORNEO.

(FROM OUR CORRESPONDENT.)

February 12th.

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TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

TERRIBLE WRECK.

141 PASSENGERS LOST.

LONDON, February 22nd.

The Great Eastern Railway steamer "Berlin" from Harwich struck a pier off the Hook of Holland and was wrecked. One hundred and forty-one persons were drowned, including Mr. Brodersen, of Hongkong, Mr. Stary, chief officer of the "Myrmidon," and twenty-one members of the German Opera Company that has just finished a Wagner season at Covent Garden. Only two passengers, including the captain of the torpedo boat destroyer "Myrmidon," were saved.

THE TRANSVAAL PARLIAMENT.

LONDON, February 22nd.

The elections have resulted in a Boer majority of twenty.

[REUTERS' SERVICE.]

THE JAPANESE CRUISING SQUADRON.

LONDON, February 20th.

The Japanese squadron has been sighted at Honolulu.

THE UNITED STATES IMMIGRATION LAW.

LONDON, February 20th.

A meeting of the Japanese in Honolulu has sent a telegram to President Roosevelt protesting against the prohibition of immigration which has permanently enslaved them to Hawaiian capitalists.

THE OPIUM QUESTION.

LONDON, February 20th.

Mr. Morley replying to Sir H. Cotton, said that the proposals of China as to the opium import were stated with substantial accuracy by the correspondent of the Times on the 25th December, and the Government intends to act thereon as soon as the views of the Indian Government now on the way are received.

GREAT BRITAIN, RUSSIA AND JAPAN.

LONDON, February 20th.

The Times states that the negotiations between Great Britain, Russia and Japan are progressing in a highly satisfactory manner. This explains the report in the Russian papers of an impending agreement between the three powers.

ENGLISH LABOUR IN MANILA.

The Lord Chief Justice and a special jury on Jan. 24th concluded the hearing of two consolidated actions brought by Horace Woodington and Victor Charles Rae against the Manila Railway Company for an alleged breach of contracts to supply them as platelayers on the railway in Manila. The plaintiffs said that they procured to Manila on money advanced for the purpose, but on arrival there the local manager refused to accept "imported labour," as being against the law. They alleged that they were threatened and assaulted by American workers, and were ultimately driven in a state of destitution to Hongkong, where they were arrested and had to undergo the penalties of vagrants. The defendants denied that the contract had been completed in England, and also denied the allegations of any ill-treatment for which they could be held responsible. Mr. Baines, K.C., for the defendant, said the law was strict in America as to imported labour. By it no man could go into America who is under a contract to work for anybody, but he was allowed to land if not already engaged. That was why Mr. McKenzie, secretary to the defendant company, and Mr. Fox, engineer, told the plaintiffs, as they did that they could not make a contract, but would give them £70 each, with a blank form of contract, for the engagement to be made in Manila. Counsel suggested that the plaintiffs were distressed to what they learned as to the cost of living in Manila. Mr. Fox and Mr. McKenzie having given evidence, the jury found that a contract had been made. His lordship sent them back to decide who broke the contract, and they returned with a finding for the plaintiffs, awarding a farthing damages in each case. The question of costs was deferred.

JAPAN BREWERY.

RECORD PROFITS.

The report and accounts of the Japan Brewery Co., Ltd., for the year ending December 31st 1906, presented at the ninth ordinary general meeting of shareholders held at Yokohama on the 13th instant, show that the net profit for the year, amounting to ¥2,033,220 was the largest in the history of the Company. This sum, together with ¥5,702,238 brought forward last year, was available for distribution and the Directors recommended that a dividend of 30 per cent be declared—¥15 per share on the ¥50 paid up shares, and ¥7,350 per share on the ¥25 paid up shares. This amounted about ¥22,500, leaving a balance of ¥6,534,43 to be handed over to the liquidator for future distribution when the Company is wound up. Late in the year an offer was received from the promoters of a new company in Tokyo to purchase the whole of the interest in this Company as a going concern as from January 1st, 1907. The offer was accepted by the directors and the shareholders approved on December 28th, a liquidator being appointed at the close of the annual meeting last week.

THE BANDMANN COMEDY COMPANY.

Since Thursday night a large section of the community of Hongkong has an enhanced opinion of the talents of the Bandmann Comedy Company. This is saying a good deal, when it is remembered that no more popular combination occupy the boards in the colony and that the visits of none are anticipated with greater pleasure. Without doubt it is the best theatrical company touring in the East, and residents here who were regular theatre goers at home, appreciate the opportunities which it gives of enjoying the pleasures which were formerly theirs. Although some changes have taken place in the personnel of the company, the distinguished artists whose faces are missed have been replaced by worthy successors, and, as already suggested, the name of Bandmann still stands for excellence in the theatrical realm of the Orient.

"Raffles the Amateur Cracksman" was the medium through which this more than agreeable impression was imparted on Thursday night. It is a four act play, in which the authors have shown how intelligent may rise such a calling as that of the burglar or cracksman to a profession, entailing the exercise of artistic perception, fertility of thought, rapidity of action—a word ingenuity. The battle of wits between the cracksman and the detective who indulges their respective pursuits "the art for art's sake" and "the spot for sport's sake" has been happily demonstrated by the playwrights and as happily interpreted by the actors. "Raffles" is indeed an artistic production, and for a first night's performance it would have been difficult to have made a better selection.

The principal character either makes or mares the piece. In the present instance there can be no doubt of the success of the play or of "Raffles" the individual. Mr. Charles King supplies a splendid characterisation of the amateur cracksman. He makes him a real living being, a brilliant, conversationalist, an artist in his profession, and a man moved by the common impulses of life, a man whose better nature only required to be touched to make him a useful member of society. In several scenes he showed great dramatic power which moved his auditors to show their applause upon him. Another strong character, admirably drawn, and skilfully impersonated, was that of Bedford, the detective, by Mr. Sydney T. Poase. The struggle of wits between the two could hardly have been better portrayed. Miss Florence Hunter took the part of Mrs. Vidal, whose love for the detective, turned to hatred, gave opportunity for some telling scenes, while Gwendoline Coonan, who loved Raffles even after her discovery of his real character, was charmingly represented by Miss Violet Verley. As the weak but amiable "Bunny" Mr. P. Sanders created a favorable impression, as did also Mr. F. Penchey in the role of the perky and not very intelligent Lord Amoretton, whose poverty of expression was decidedly humorous. Mr. Sinclair Collier made a dignified Lord Crawley, and the smaller parts of Crawshaw, Gobby, Merton and Barnum were in the capable hands of Messrs. Clifford Bown, W. S. Ball, George Wade and T. H. Wallis respectively. Lady Mollusc found a capital exponent in Miss Dorcas Crosbie, and Miss Helen Grenville and Miss F. Russell-Spicer filled the parts of Lady Ethel and Marie with perfection.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The report for presentation to the shareholders at the thirty-eighth ordinary meeting, to be held at the offices of the general managers, on Thursday, March 7th, at 11 a.m., reads:—

The general managers and consulting committee have pleasure in submitting to the shareholders the thirty-eighth annual report of the Company.

1906 ACCOUNT.—After making provision in exchange account for the depreciation, due to the fluctuation of exchange, in the Japanese Government gold deposit as expressed in silver, this account shows a profit of \$355,555.55, which, subject to the approval of the shareholders, it is proposed to deal with as follows, viz:—

Dividend of \$40 per share ... \$320,000.00
Additional to reserve fund ... 35,555.55
\$355,555.55

1906 ACCOUNT.—This account up to date has progressed favourably and shows a credit balance of \$435,236.75.

MANAGEMENT.—From the reports and valuations made by the Company's surveyors, the general managers and consulting committee are satisfied that the properties held by the Company form ample security for the advances made.

CONSULTING COMMITTEE.—In accordance with Section 13 of the Articles of Association, the present members of the committee, the Hon. Sir Paul Chater, C.M.G., Messrs. White, Mait-

and and Raymond retire; but, being eligible, offer themselves for re-election.
AUDITORS.—The accounts have been audited by Messrs. W. Hutton Potts and H. Percy Smith, F.C.A.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.

BALANCE SHEET, 31st December, 1906.	
Dr.	Credit.
Capital subscribed, £2,000,000.00	
Amount paid-up, 400,000.00	
Reserve fund, 1,200,000.00	
Unclaimed dividends, 9,545.85	
Accounts payable, 42,347.31	
Working account, 1906, 355,555.55	
Net profit, 355,555.55	
Working account, 1907, 435,236.75	
Amount brought forward from below, 32,612.63	
	\$2,612,612.63

ASSETS.

Dr.	Credit.
Cash, on current account with Hongkong & Shanghai Banking Corporation, 128,727.55	
Cash in hands of general managers, 1,431.32	
Fixed deposits, 50,000.00	
Hongkong & Shanghai Banking Corporation, 50,000.00	
Chartered Bank of India, Aust. & China, 50,000.00	
Merchants Bank of India, 25,000.00	
Limited, 25,000.00	
	225,000.00

Mortgages.—

Dr.	Credit.
In Hongkong, 1,241,650.25	
In Shanghai, 569,639.28	
	1,811,289.53

Japanese government deposit.—

Dr.	Credit.
Consolidated bonds, 10,277.51	
Internal bonds, 45,376.24	
War bonds, 17,791.63	
	73,445.38

Chinese imperial government loan, 1905, 24,581.18

Shanghai Municipal Corporation, 27,580.20

Hongkong Hotel Co., 1,401.50

Ltd. debentures, 32,000.00

Accounts receivable, 10,631.01

2,612,612.63

WORKING ACCOUNT, 1907.

Dr.	Credit.
Losses and claims, 1,147.50	
Charges, 1,147.50	
Remuneration to consulting committee, 4,700.00	
and auditors, 17,432.40	
Commissions, 43,831.54	
Exchange, 35,555.55	
Balance brought forward, 32,612.63	
	\$55,555.55

Net premium received, less returns and expenses, 47,946.62

Interest, 147,926.95

Transfer fees, 67.00

Exchange, 91.86

\$55,555.55

WORKING ACCOUNT, 1906.

Dr.	Credit.
Losses and claims, 26,892.29	
Charges, 2,565.59	
Commissions, 40,831.54	
Balance brought forward, 435,236.75	
	\$435,236.75

Net premium received, less returns and expenses, 30,864.25

Interest, 147,926.95

Transfer fees, 67.00

Exchange, 91.86

\$435,236.75

LOCAL SPORT.

LEAGUE CRICKET.

The H.K.C.C. "A" play Kowloon at 2.15 p.m. today, crossing by the 1.45 p.m. Ferry. The Hongkong "A" team consisting of A. Mackenzie, J. Jacks, A. A. Clayton, S. Moore, J. H. Chalmers, E. A. Fowler, F. Bevington, S. Robinson, B.N.R., T. C. Gray and two others.

KOWLOON BOWLING GREEN CLUB.

"NETS" MEDAL COMPETITION.

2nd round.

Handicap	Handicap
1. T. W. Robertson v. 2. R. W. Whyte	
3. T. W. Robertson v. 2. R. W. Whyte	
4. T. W. Robertson v. 2. R. W. Whyte	
5. T. W. Robertson v. 2. R. W. Whyte	
6. T. W. Robertson v. 2. R. W. Whyte	
7. T. W. Robertson v. 2. R. W. Whyte	
8. T. W. Robertson v. 2. R. W. Whyte	
9. T. W. Robertson v. 2. R. W. Whyte	
10. T. W. Robertson v. 2. R. W. Whyte	

This round to be completed by the 16th March.

HONGKONG JOCKEY CLUB.

OFF DAY.

Saturday, 23rd February, 1907. First saddling bell at 11.30 p.m. First race at 2.00 p.m. sharp.

THE "LUCKY" CUP.—Value \$250. Presented. For all subscription griffins that have run at this meeting and not won a race. Weight for inches as per scale. Entrance \$10 to go to second pony. Half a mile.

THE "VISIONS" CUP.—Presented. For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Entrance \$10 to go to second pony. Half a mile.

THE "JOHN PELL" CUP.—Presented. For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Entrance \$10 to go to second pony. Half a mile.

THE "HOMER" CUP.—Presented. For subscription griffins of this season that have run at this meeting and not won a race. Weight for inches as per scale. Entrance \$10 to go to second pony. Half a mile.

THE "ROSE" CUP.—Presented. For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Entrance \$10 to go to second pony. Half a mile.

THE "SPRING ROSE" CUP.—Presented. For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Entrance \$10 to go to second pony. Half a mile.

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POLICE COURT.

Friday, February 22nd.

BEFORE MR. F. A. HAZLEND (FIRST POLICE MAGISTRATE).

DISOBEYING ORDERS.

The fitter charged by Mr. J. J. Stubbings of the Electric Light Works with refusing to obey an order, again appeared before the Court. He previously raised the defence that the order was not understood, but a Chinese foreman in the employ of the Company deposed that the order was given through him, and was understood.

His Worship was of the same opinion and fined the defendant \$25, the alternative being six weeks' imprisonment.

STOLEN JOSS STICKS.

A joss stick hawk, while travelling along Jervois Street with his wares, fell ill, and happening to pass an eating house, left his baskets on the footpath outside while he went in to drink. When he came out again he found that his goods were gone, and sometimes after was discovered on Chan Yau, selling them on the Chinese recreation ground in Hollywood Road. Chan was arrested, charged with the larceny of the joss sticks and found guilty by the Magistrate who sentenced him to three weeks' hard labour and four hours' sticks.

BEFORE MR. C. D. MCELROURN (SECOND POLICE MAGISTRATE).

NATIVE DETECTIVES AND CRACKERS.

Lokong 300 summoned the members of the detective staff residing at Nos. 2 and 4 New Street with firing crackers during prohibited hours. Chief Detective Inspector Hanson, as head of the staff, appeared on the summons and pleaded not guilty. He stated that most of the detectives at the New Street Station were on duty at the time the crackers were said to have been fired, and that those left in the establishment denied firing of any crackers.

The longest stated that he saw the crackers being fired in the street, but could not say from which house they were thrown, and as he might have been mistaken he asked leave to withdraw the summons.

The summons were accordingly withdrawn.

SERIOUS ASSAULT IN JAIL.

A prisoner named Lo Wai, who was convicted at the August Criminal Sessions, 1904, of breaking and entering and receiving stolen goods, was prosecuted by Mr. R. H. A. Craig, Assistant Superintendent of the jail, for assaulting another prisoner with intent to cause grievous bodily harm.

Mr. Craig stated that on the morning of January 20th the defendant was employed with others in making, and the prisoner assaulted was carrying a can from the east to the west end of the yard. At about 7.45 a.m. the defendant left his work and went to a room where a mat was being made on a frame. There he picked up a chopper, followed the complainant and cut his left leg seriously. This was witnessed by two prisoners.

Defendant admitted assaulting his fellow prisoner with a chopper, but said it was not done maliciously. The complainant struck him first.

Dr. W. B. Moore, the prison doctor, stated that the complainant was suffering from an incised wound behind the left ankle. All the tendons and vessels were severed, and the complainant would be lame for the rest of his life.

The witnesses gave evidence on the lines of Mr. Craig's opening statement, and after hearing this his Worship committed the defendant for trial at the Criminal Sessions.

There are three new universities in the north at present; in fact, they are the only ones in China at the present time. The university at Tientsin, organised by Dr. Tenney, late educational adviser to the Viceroy, and a number of other foreign and Chinese instructors, forms the nucleus of the new university system, and is intended to give a complete course of education, from elementary stages to the university, and controlled by provincial boards, which have been assisted by foreign advisers and instructors. In the lower schools, instead of the old methods of forcing the boys to learn by heart long portions of abstruse classics, attempt are being made to teach the languages in a practical way. Illustrated readers are used, so arranged as to give a foundation of general knowledge, and simple arithmetic, history, and geography are begun. The higher schools and a general instruction in more advanced Western subjects and languages. English being a very popular study, while of course Chinese literature, history, and composition form an important part of the curriculum. Outside the ordinary school system, the enterprise of the reformers has led to the creation of a number of special institutions. To meet the pressing want of teachers, large training establishments have been organised, several colleges have been started for agriculture, industry, medicine, languages, and political science, and an important departure in a country where hitherto few women have been able to sign their names is represented by the opening of a number of schools for girls.

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EDUCATION IN CHINA.

GROWTH OF A MODERN SYSTEM.

The intention of the recent edict issued at Peking proclaiming that the ancient classic must be recognised as the foundation of the educational system of China is a little obscure. The object of the Government may be simply to give effect to the views of those reformers who consider that the school teaching and philosophy of the ages should be carefully cultivated for the sake of their influence in the shaping of character. On the other hand, the decree may represent an attempt to stem the flood of Western knowledge that is now streaming rapidly into the Empire; but, if so, the attempt is bound to fail, for the educational movement has already attained such dimensions that it would seem impossible to arrest it. That those whose interests are bound up with the present regime should dislike the extension of modern education is only natural. Of all the obstacles in the way of the regeneration of China, one of the most formidable, and one lying at the root of many others, is the mental darkness of the people, which nourishes old prejudices, encourages and shields the abuses of the official system, aggravates defects of character produced by the long period of national stagnation, and prevents a clear recognition of the true meaning of reform and the methods by which it is to be attained.

Any change in the educational system of China could not fail to have a powerful influence on the nation. Leaving behind an important place in Chinese life, not only because the winning of the old literary degrees long opened the way to official rank, but also because scholarship and literary attainments have always been held in high esteem, and the change now being carried out is nothing less than revolutionary. It means the destruction of the old system of education, which, long stunted and distorted in their development by an antiquated and artificial system of education, will in the future have scope for free growth and be trained along useful and practical lines. This tremendous revolution was first definitely set in motion by a decree issued in September, 1901, by the Court on its return to Peking after the flight to Shuifu. Before 1900 there were a few schools here and there, giving instruction in modern subjects, but the publication of this decree, commencing the establishment of colleges and schools for Western learning all over the Empire, marked the determination of the ruling powers to give their sanction and encouragement to the introduction of the long-desired foreign system of education. The decree was reinforced by other commands issued from time to time; in September, 1905, the old literary examinations were finally abolished; later in the same year a new Board of Education was created, and last year a number of Commissioners were appointed to supervise the development of the new education in the provinces, and before taking up their duties were sent on a tour of inspection in Japan. Students were also sent to Tokyo in ever-increasing numbers, some by the Central Government, some by the provincial authorities, and some by private enterprise, until last year the total rose to some thirteen thousand. The new educational fever even led to the opening of colleges and lecture halls for the study of the Imperial Family and high nobility in Peking.

It would be unnecessary to expect that the Imperial decrees should already have been fully carried out. The power of the Government over so vast and unwieldy an Empire is necessarily very limited, official administration is in general slow, and ancient and modern methods of a modern system of education is hereditary, and the Empire, which are fortunate enough to be ruled by vigorous and enlightened officials, considerable progress has already been made. In the van of those who are trying to lighten the darkness of their countrymen stand Viceroy Yum Shi-kai of Chihli and Chang-chihung of Hupoh and Hunan. Both have founded a large number of schools of different grades, intended to give a complete course of education, from elementary stages to the university, and controlled by provincial boards, which have been assisted by foreign advisers and instructors. In the lower schools, instead of the old methods of forcing the boys to learn by heart long portions of abstruse classics, attempt are being made to teach the languages in a practical way. Illustrated readers are used, so arranged as to give a foundation of general knowledge, and simple arithmetic, history, and geography are begun. The higher schools and a general instruction in more advanced Western subjects and languages. English being a very popular study, while of course Chinese literature, history, and composition form an important part of the curriculum. Outside the ordinary school system, the enterprise of the reformers has led to the creation of a number of special institutions. To meet the pressing want of teachers, large training establishments have been organised, several colleges have been started for agriculture, industry, medicine, languages, and political science, and an important departure in a country where hitherto few women have been able to sign their names is represented by the opening of a number of schools for girls.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed to the Editor, Daily Press, and special matters to the Manager. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE

THE SETTLEMENTS This Month will take place on WEDNESDAY, the 27th inst.

By Order of the Committee.
E. S. JOSEPH,
Hon. Secretary.

Hongkong, 23rd February, 1907. 439

WANTED

WANTED AT ONCE. Confirmed MASTER for Steam Launch, 100 or up to West River and in the Canton Delta. Reply stating age, experience and salary required.

"A. H."
Care of "Daily Press" Office.
Hongkong, 23rd February, 1907. 445

ZETLAND LODGE, No. 325, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, on FRIDAY, the 1st March, at 8.30 p.m. Visiting Brothers are cordially invited to attend.
Hongkong, 23rd February, 1907. 440

THE HONGKONG HOTEL CO., LTD.

NOTICE

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held at the Company's Hotel on WEDNESDAY, the 6th March, 1907, at 12.30 p.m. for the purpose of receiving a Statement of Accounts of the Company for the 31st December, 1906, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

By Order of the Board.
C. MOONEY,
Secretary.

Hongkong, 23rd February, 1907. 441

TO LET

ROOMS on the Ground, First, and Second Floors of No. 14, DES VUEX ROAD CENTRAL, formerly occupied by Messrs. Shaw, Toms & Co., suitable for European Offices, and Godowns (for dry goods storage).
Apply to—HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 23rd February, 1907. 442

FOR KOBE

THE Steamer.

"ASOSAN MARU."
Captain K. Sumiya, will be despatched for the said Port on TUESDAY, the 26th inst., at Noon.
For Freight, apply to
THE MITSUBISHI KAISHA.
Hongkong, 23rd February, 1907. 444

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On WEDNESDAY, the 27th February—

From Pak-shan, in a North-Easterly direction, at ranges up to 6,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On SATURDAY, the 2nd March—

From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 a.m., and finishing at 12 noon.

From Lyman and Devils Peak, in a North-Easterly and Easterly direction, at ranges up to 10,000 yards, commencing at 2 p.m., and finishing at 5 p.m.

On MONDAY, the 4th March—

From Lyman S. D., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On TUESDAY, the 5th March—

From Albion Battery and Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 a.m., and finishing at 12 noon.

On WEDNESDAY, the 6th March—

From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 a.m., and finishing at 12 noon.

On THURSDAY, the 7th March—

From Lyman S. D., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On FRIDAY, the 8th March—

From Stonecutters Central, in a Westerly direction, at ranges up to 14,000 yards, commencing at 10.30 a.m., and finishing at 12 noon.

On MONDAY, the 11th March—

From Kowloon West and North Point, in a Westerly and Northerly direction, at ranges up to 10,000 yards, commencing at 9 a.m., and finishing at 1 p.m.

On TUESDAY, the 12th March—

From Lyman S. D., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On WEDNESDAY, the 13th March—

From Albion, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On THURSDAY, the 14th March—

From Stonecutters Central, in a Westerly direction, at ranges up to 10,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

If the weather is unfavourable on any of the above days, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WILLIAM BECKWITH,
Lieutenant, R.N.,
Harbour Master, &c.
Hongkong, 22nd February, 1907. 447

NEW ADVERTISEMENTS

PONIES! PONIES! PONIES!!!

THE Undersigned will hold their Annual Sale of

RACE PONIES
BY
PUBLIC ROUP
Opposite the CITY HALL,
ON
WEDNESDAY
next, the 27th February, 1907, at 3.30 p.m.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 23rd February, 1907. 443

JAVA-CHINA-JAPAN L.I.N.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.

(Taking cargo to all ports in Netherlands India on through Bill of Lading.)

THE Steamship

"TJIBODAS,"

Captain Zwart, will be despatched for the above Ports on or about the 7th March.

For information as to Freight and Passage, apply to the

Head Agent of the

JAVA-CHINA-JAPAN L.I.N.,
(York Buildings, 1st Floor).

Hongkong, 23rd February, 1907. 445

"BEN" LINE OF STEAMERS

SS. "BENGLOE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and from the wharves delivery may be obtained.

No Claims will be admitted after the 27th inst. after the 27th inst. after the 27th inst.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 27th Feb., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd February, 1907. 446

ENTERTAINMENT

THEATRE ROYAL

FOR A SHORT SEASON ONLY.

TONIGHT (SATURDAY),
FEB. 23RD.

THE BANDMANN COMEDY COMPANY.

22 LONDON ARTISTS 22

Under the personal Direction of

MAURICE E. BANDMANN

will present the following latest London Successes.

Saturday, 23rd Feb. NIGHT (all failures).

Monday, 25th Feb. HIS HOUSE IN ORDER.

Tuesday, 26th Feb. CHARLEY'S AUNT.

Wednesday, 27th Feb. LEAH, KIDNEY.

Thursday, 28th Feb. THREE MUSKETEERS.

Friday, 1st Mar. THE PROFESSOR'S LOVE STORY.

Saturday, 2nd Mar. THE SILVER KING.

Monday, 4th Mar. THE SIGN OF THE CROSS.

Tuesday, 5th Mar. THE ADMIRABLE CRICHTON.

Wednesday, 6th Mar. ALL OF A SUDDEN PEGGY.

Thursday, 7th Mar. THE IDLER.

Friday, 8th Mar. EAST LYNNE.

PRICES OF ADMISSION: \$3, \$2 and \$1.

Plan now open at MOUTRIE & Co.

Doors open 8.30 p.m. Commence at 9 p.m. Sharp.

Hongkong, 9th February, 1907. 372

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE GOVERNMENT,

the 25th February, 1907, at 2.30 p.m., at No. 8, Knutsford Terrace, Kowloon,

THE WHOLE OF THE

VALUABLE HOUSEHOLD

FURNITURE

THEREIN CONTAINED,

Comprising—

PLUSH COVERED DRAWING ROOM CHAIRS, TEAKWOOD OVERMANTLES

WITH REVELLED GLASS, TEAKWOOD EXTENSION DINING TABLES AND

CHAIRS, DINNER SERVICE, TEAKWOOD WARDROBES WITH BEVELLED GLASS, MARBLE-TOP WASHSTANDS,

CARPETS, RUGS, &c., &c.

Also

One COTTAGE PIANO by M. F. Rachals & Co., Hamburg, (in Good Order and Condition).

On view on Saturday, the 23rd inst.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 19th February, 1907. 428

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE GOVERNMENT,

On TUESDAY

the 26th February, 1907, at 11 a.m., at their

SALES ROOMS, No. 11, Des Vaux Road, (Corner of Ice House Street),

300,000 EGYPTIAN AND TURKISH CIGARETTES,

in Packages and in Tins

(in Good Order and Condition).

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 22nd February, 1907. 435

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1907.

TO-DAY (SATURDAY) (OFF-DAY),
23RD FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate.

Tickets for the OFF-DAY, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. P. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1907. 402

HONGKONG JOCKEY CLUB.

THE STEWARD'S request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 23rd inst.

A Stand and an Enclosure will be reserved for Members and Members' Families. Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved for Chinese Ladies and their Families attending in the Stand erected on the plot of Ground next to the Ladies Club Stand.

T. P. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1907. 433

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the RACE DAYS WITHOUT TICKETS which may be had on application to the Undersecretary.

T. P. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1907. 401

THE FIFTH AND REGALIA DANCE

will be held in the CITY HALL, on THURSDAY, the 7th of March. Dispensation to wear Regalia for English and Scotch Men has been received from the DIST. GRAND MASTER. No restriction to this Dance will be made for the 7th of March.

A Launch will leave the Star Ferry Wharf at 2 A.M. to convey Kowloon residents to the City Hall.

JOHN J. BLAKE,
Hon. Secretary.

Hongkong, 20th February, 1907. 431

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Prince Street, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the 31st December, 1906.

By Order of the Board of Directors.

THEOS. I. ROSE,
Secretary.

Hongkong, 1st February, 1907. 322

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 2nd March, 1907, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th February until SATURDAY, 2nd March, both days inclusive.

SHERMAN, TOMES & CO.,
General Managers.

Hongkong, 19th February, 1907. 42

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 11 A.M. on THURSDAY, the 7th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 11th February, 1907. 385

THE CHINA FIRE INSURANCE CO. LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

By Order,

GEO. L. TOMLIN,
Secretary.

Hongkong, 9th February, 1907. 302

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year ending 31st December, 1906, at the Rate of One Pound and Fifteen Shillings together with a Bonus of One Pound Sterling per Share of \$125 is Payable on and after MONDAY, the Eighteenth day of February current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 16th February, 1907. 411

TO LET

TO LET.

NO. 27, SEYMORE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 99 & 91 GODOWN PRAYA EAST.

Apply to—

SAM WANG CO., LTD.,
81, Queen's Road Central.

Hongkong, 13th November, 1906. 103

TO BE LET.

FURNISHED.

FROM THE 2ND WEEK IN APRIL NEXT.

"TAN MOR" PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 18th December, 1906. 117

TO LET.

NO. 1, WEST END TERRACE, Shamshu, Canton.

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 11th December, 1906. 91

TO LET

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

GREENROOF, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.

Apply to—

LEIGH & ORANGE,
1, Des Vaux Road.

Hongkong, 19th February, 1907. 94

TO LET.

GROUND FLOOR of No. 4, DES VUEX ROAD including a Strong Room and Servant's Quarters.

ROOMS on SECOND FLOOR of Victoria Building, No. 5, Queen's Road Central, suitable for Offices.

No. 6, PEDDARS HILL comprising of 5 Rooms with Out Houses, occupation from 1st proximo.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 31st January, 1907. 316

TO LET.

FOUR-

MARK HAMBOURG TALKS



About the Music Nerve—

A great musician seems to be one big nerve—The Music Nerve—which thrills and vibrates to every mood and emotion, and thus the very *ardor* of genius exhausts the nerve force far more rapidly than is usual with less gifted people. Interviewed recently about this important fact, Mr. Mark Hambourg, the wonderful master of the piano, admits that the nervous strain of continuous recitals taxes his energy so heavily that he finds it necessary to replenish his nervous system with a course of Phosferine. So highly does Mr. Hambourg esteem the recuperative powers of the famous nerve Tonic, that he willingly allows us to reproduce his opinion of the invigorating qualities of Phosferine.

And how to safeguard it.

MARK HAMBOURG writes:—"I consider I have derived considerable benefit from the use of Phosferine and find it to be an excellent pick-me-up after my recitals."—November 3, 1906.

The Royal Example.

Phosferine is used by the Royal Families of Europe which, in plain language, means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living Physicians.

PHOSFERINE

The Greatest of all Tonics.

"EVERY DROP IS WORTH A DIAMOND"

A PROVEN REMEDY FOR

Neuralgia
Rheumatism
Indigestion
Backache
Lassitude
Mental Exhaustion
Premature Decay
Nervous Debility
Stomach Disorders

Brain-Fag
Sleeplessness
Exhaustion
Influenza
Headaches
Hysteria
Faintness
Anæmia
Depression of Spirits

Sciatica
Nervous Prostration
Palpitation
Loss of Appetite
Melancholia
Nervous Alimentia
Nervous Dyspepsia
Impoverished Blood
Impure Blood

and all disorders consequent upon a reduced state of the nervous system.

No other Medicine has received such absolute proof of its extraordinary properties in restoring shattered Constitutions, and in giving back to the prematurely aged New Life and Energy. It is the most powerful Nerve and Recuperative Tonic known. It removes Mental Depression, want of Tone and Nerve Power. It has remarkable Health-giving, Strengthening, Energizing, and Rejuvenating properties.



The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family
H.M. the Emperor of Russia
H.M. the King of Greece
H.M. the Queen of Roumania
H.M. the Dowager Empress of Russia

H.M. the Emperor of China
H.M. the Crown Princess of Roumania
H.M. the Grand Duchess of Russia
H.M. the Grand Duchess of Saxe
H.M. the Grand Duchess Xenia of Russia

And the Principal Royalty and Aristocracy throughout the world.
Proprietors—Ashton & Parsons, Ltd., La Belle Sauvage, London, England.
Price in bottles, 1/6, 2/6, and 4/6. Sold by all Chemists, Stores, &c.
The 4/6 size contains nearly four times the 1/6 size.

The Finest Scotch Oats

deprived of every particle of HUSK and FIBRE

combined with PLASMON

(the concentrated nourishment of fresh milk).

Only four minutes' boiling required, to make DELICIOUS PORRIDGE

PLASMON OATS 6d. per packet.

AGE AND QUALITY GUARANTEED.

Watson's DUNDEE WHISKY, No. 10.

THE FINEST OLD SCOTCH.

J. WATSON & Co., Ltd., DUNDEE.

Hong Kong Agents:
WATKINS, Ltd.,
Apothecaries' Hall.

JAPANESE RICE FARMING IN TEXAS.

It is perhaps not generally known that a good many Japanese have gone in recent years to Texas, there to engage in rice-farming, partly on the suggestion of Mr. Uchida, who has lately been appointed Minister at Rio de Janeiro, his place at New York as Consul-General having been filled by Mr. Koike from the London Embassy. Mr. Uchida visited the Texas and Louisiana rice-belt early in 1902 in order to ascertain for himself the conditions as they would apply to his own countrymen, and he came away with a very favourable impression. He found that the price of land suitable for rice cultivation there was a trifle compared with that which it fetches in Japan, that in respect of fertility Texas farms are by no means inferior to those in Japan, and that rice culture in the American rice-belt is more profitable than it is in his own land. Mr. Uchida was well received in Texas, and addressed a large gathering at Beaumont by invitation of the Rice Association of America. He declared that it was far from the intention of Japan to suggest or to encourage the immigration into Texas or Louisiana of cheap coolie labour, but that, owing to the high price of land in Japan, it would be an advantage to independent Japanese farmers to possess of some means to settle in the American rice-belt. This explanation met with a generous response from the members of the Rice Association present, that a resolution was passed inviting Japanese rice farmers to seek new homes in the rice districts of the two Southern States. Consul-General Uchida's report was officially published by the Government of Tokyo, and made a deep impression.

Early in the following year five young and well-educated men took a farm near Port Lavaca, in Calhoun County, Texas, and later in the year a number of well-known Japanese settled at Webster, in Harris County, on farms of 300 acres each to begin with. They have done well, and some of them have enlarged their holdings considerably. There is another little colony of Japanese at Del Rio, on the Rio Grande, some hundreds of miles from the recognised rice-belt, and several other parties of immigrants from Japan have settled in Texas within the last four years—all of them with modest means carrying on agriculture quite successfully on American farms mostly within easy range of the City of Houston.

Strictly speaking, the settlers were not farmers in their own country, but were journalists or business men, publicists or scholars, the foremost among them having sat for some time in the House of Representatives and being by profession a barrister-at-law. Another was on the editorial staff of the leading newspaper at Tokyo, and represented that journal at the Portsmouth Peace Conference. He still writes for it from Texas. Yet another was a "Labour leader" in Japan, and after seven years of toil he has retired for rest and peace to his farm of six hundred acres of the rice-land at Abilene, Texas. He established, in Tokyo the *Rei Seiki* (the Labour World), an organ devoted to Socialism of the law-abiding kind. Mr. Uchida's brother-in-law, Mr. Hoshino, who comes of a well-to-do Tokyo family, lives at Garwood, in Texas, and has a thriving farm of 300 acres there. The labour that these settlers need in their ventures they either bring out from Japan, upon contracts mutually agreed according to Japanese law, or they employ Americans. They will have nothing to do with the Negroes, although cheap coloured labour is abundant in the States. Some of the Japanese farm-hands have brought their wives and children with them, and are quite comfortably settled. When American help is engaged, the wages paid are much higher than those paid to Japanese farm hands, and it is natural that the settlers should prefer their own countrymen when they are obtainable. Because Japanese farm-hands understand the culture of rice exceptionally well, and the men brought out to Texas are experienced in the industry and readily take to the agricultural implements and heavy machinery for which America is famous in connection with farming, though in Japan they have been accustomed to hand work only.

The State of Texas allows aliens to acquire property, but it places restrictions on their naturalisation as American citizens. The point is one on which the Japanese settlers feel somewhat keenly, but they have not made much fuss about it, and perhaps one reason why so little has been heard in Europe of these farmer-journalists and others in Texas is that they are the last people in the world to be capable of giving trouble to the people they go among. They would like to possess full privileges as members of the Commonwealth, but they are deterred from obtaining these while the present rules regarding naturalisation remain in force. It is imagined in some quarters that the Japanese, like the Chinese, go to America, not with the intention of making that country their permanent abode, but with the resolve to amass what they can quickly and return to their own land. This is an erroneous view to take of the settlers in Texas, at any rate, for they have invested no little capital in their farming enterprises, and are prepared to become loyal citizens of the United States if they are given the chance of doing so. And as harmony prevails in Texas and Louisiana, it would seem that there can be no adequate cause for the display of animosity towards Japanese immigrants in California.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 22nd February 1907.—We have another dislocated market to report upon, the race holidays having materially interfered with business, already upset by the China New Year holidays. The volume of business has consequently been but small, and rates have ruled irregular. At the close a steadier feeling is apparent, and we look forward to the market resuming a normal tone during the next week. Exchange on London: T/T 2 3/4. On Shanghai T/T 73. BANKS.—Since date of our last Hongkong & Shanghai was again placed at 89 1/2 on dividend. Later, however, after the meeting on the 16th inst., the rate gradually rose to 88 1/2 ex div., and a small demand not being met completely the market further improved to 88 1/2, 88 1/2 and 88 1/2 at all of which rates small lots have changed hands. The market closes steady at the higher rate. Nationals remain unchanged and without business.

MARINE INSURANCES.—The demand for Union not having been met the rate has further improved to 82 1/2 with buyers and no sellers. Small sales of North China are reported at 80. We have nothing else to report under this heading.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Elliot's Crème Chantant, Lait Chantant, and Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, 731

FIRE INSURANCE.—Hongkong have further improved to 88 1/2 with fair sales, the market closing steady at that rate. This Company has issued its annual report, which recommends a dividend of 84, an addition to the Reserve Fund of \$35,555.55 and the carrying forward of \$483,236.75 on 1906 a/c. China Fires have been placed during the week at 89 1/2, and close with sellers at 89.

SHIPPING.—Hongkong, Canton and Macao have found small buyers at 8 1/2, the market closing steady at that rate. Indos have ruled quiet at 8 1/2 nominal, with no business to report. China & Manila have receded to 8 1/2 without inducing buyers to come forward. Shells are quoted for at the advanced rate of 3 1/2 without bringing any shares on the market. Douglas and Star Ferries remain neglected at quotations.

REFINERY.—We have nothing to report under this heading.

MINING.—Rubber has ruled weak and without business. Shares could probably be obtained under the quoted rate. Charbonnages unchanged and without business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue steady at 8 1/2 and small sales have been made at that rate. Kowloon remain on offer at 8 1/2 without inducing buyers but the smaller business. Shing-lai Docks have improved and at time of closing can be placed at 12 1/2, and probably at 12 1/2. New Army Docks unchanged and without business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have changed hands at 8 1/2 and 8 1/2, also forward at comparatively slightly lower rates, the market closing with small buyers at 8 1/2. Hotels remain at 10 1/2, at which rate a few shares could still be placed. Indos have changed hands at 11 1/2 and 11 1/2, closing steady at the latter rate. Shing-lai Lands are quoted at 11 1/2 ex div. of 11 1/2.

COTTON MILLS.—With the exception of Soy Chees, which have advanced to 8 1/2, and Hongkong, which have advanced to 11 1/2, with buyers, we have nothing to report under this heading.

MISCELLANEOUS.—China Providents have studied and close firm at 8 1/2 with buyers. Green Islands have changed hands at 2 1/2 and 2 1/2, closing steady at the latter rate. We have nothing else to report under this heading.



Ensures a Clear, Soft Skin.

It is pure throughout, fragrant, perfectly formed, emollient, and antiseptic, (10% crystal carbolic). It quickly removes dirt and dirt, takes away the skin's impurities, and leaves instead a delicious feeling of thorough purification.

Sold by local Chemists and Storekeepers.

Made by F. O. Calvert & Co., Manchester, Eng.



CLARKE'S B. 41 PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Rheum in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

NOW ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.
Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT is now ready and contains:—
Epitome of the Week's News.
Leading Articles.
Another Bunch of Treats.
The Ethnologic Ebb and Flow.
Ancient Tribes in Kwangsi.
Adumbrations.
Hongkong Sanitary Board.
Supreme Court.
Companies.
Hongkong Ice Co.
Hongkong and Whampoa Dock Co., Ltd.
Green Island Cement Co., Ltd.
The Directory and Chronicle for 1907.
Hongkong Jockey Club.
New Territory Notes.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.
Subscription: \$12 per Annum, payable in advance; postage \$2.
Hongkong, 28th November 1906. [2150]

For Consumption



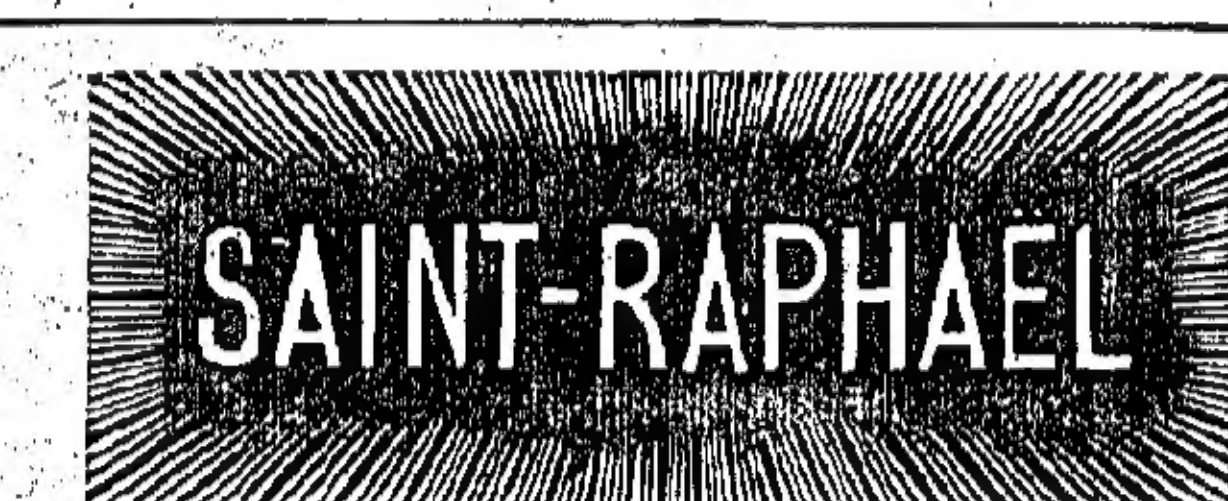
ACCEPTABLE TO ALL CASTES.

Angier's Emulsion contains no animal oil, and in its preparation is untouched by hand.

The modern scientific treatment of consumption is directed to improving nutrition and controlling the symptoms. Angier's Emulsion does both. No other remedy has such a soothing, healing effect upon throat and lungs, and no other remedy will so invariably promote appetite, aid digestion and improve nutrition. From the very first indication of consumption, through every stage of the disease, no better remedy can be employed. Angier's Emulsion positively has no equal in the treatment of consumption, bronchitis, coughs and all lung affections. It is pleasant to take and agrees perfectly with delicate stomachs.

THE ANGIER CHEMICAL CO., LTD.,
32 Snow Hill, London, Eng.

In three sizes.
Of Chemists and Druggists.



SAINT-RAPHAEL TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

GOVERNMENT AND MUNICIPAL PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities. WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS? They are high-class and absolutely safe Securities, payable to Bearer, issued by the various Governments and Municipalities of Europe: they are redeemable at periodic Drawings with Cash Payments varying from £10 to £10,000, or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS. Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £20.

Lists of drawings published fortnightly. Premium collected free of charge.

MELVILLE, GLYN & Co. 3, RUE DE LA BOURSE, PARIS (France). 153

By Royal Warrant to His Majesty The King.

BOVRIL

The flavour, essence, nutrient and all that's good in prime beef is concentrated in Bovril. A little Bovril, added to soups and made dishes renders them more appetising and nutritious.

FREE. FREE. FREE. FREE. FREE. FREE. FREE. FREE. FREE. FREE.

WE SEND YOU FREE OUR ADVERTISING POSTCARD ALBUM

AND 100 POSTCARDS

SEND US 1s. 2d. PER RETURN YOU WILL RECEIVE OUR ADVERTISING SAMPLES (INCLUSIVE OFFER).

WRITE TO-DAY.

THE FAME SUPPLY COMPANY.

45, UNION STREET, GLASGOW.

FREE. FREE. FREE. FREE. FREE. FREE. FREE. FREE. FREE. FREE.

SHIPPING.

ARRIVALS.
BOMBAY MARU, Japanese str., 3,398, S. Ishikawa, 22nd Feb.—Bombay via Singapore.
LANDSAT SCHIFF, German str., 22nd Feb.—from Canton.
LIANGHONG, British str., 1,200, Harder, 21st Feb.—Sandakan 17th Feb., Timber—Butterfield & Swire.
MNEPOO, Chinese str., 22nd February—from Canton.
QUANTA, German str., 21st February—from Canton.
SUNGKIAN, British str., 937, G. H. Pennefather, 22nd Feb.—Shanghai 19th Feb., General—Butterfield & Swire.
TAIRANG, British str., 1,344, D. Christie, 22nd Feb.—Swatow 21st Feb., General—Jardine, Matheson & Co.
TAMINGO, British str., 1,350, A. W. Outerbridge, 22nd Feb.—Manila 19th Feb., General—Butterfield & Swire.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 Feb. 22nd.
BRASILIA, German str., for Yokohama.
Kiangchiang, Chinese str., for Chinkiang.
Progres, German str., for Saigon.
Sungkiang, British str., for Canton.

DEPARTURES.
 Feb. 22nd.
ALBION, German str., for Shanghai.
Bombay Maru, Japanese str., for Nagasaki.
Bird of Paradise, French str., for Hongkong.
CHANGHONG, British str., for Canton.
KANGHONG, British str., for Shanghai.
KINA, Danish str., for Saigon.
LIANGHONG, British str., for Shanghai.
MAORI, British str., for Australia.
NIPPO, Japanese str., for Australia.
QUANTA, German str., for Saigon.
TAIRANG, British str., for Canton.
TAMINGO, British str., for Shanghai.
TAIRANG, British str., for Yokohama.

SHIPPING REPORTS.
 The British str. **Tairang** reports: Had fine weather.
 The British str. **Tairang** reports: Experienced moderate N.E. monsoon and moderate sea, fine clear weather, sky cloudy.

VESSELS IN DOCK.

ARRIVED DOCKS.—*Soregon, Montenegro, Z. Y. de Aldecoa, Prinz Waldemar, Kwongchow, Exeter, Bosphorus, Prinz Sigismund, Wagon, Tjibatajap, Victoria.*
COSMOPOLITAN DOCKS.—*Peng Fei, S.M.S. Planet, Roma.*

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.
 FOR KUDAT AND SANDAKAN.
 Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, MENANG AND ZAMBOANGA.

THE Steamship

"BORNEO."
 Captain F. Sembl, will leave TO-DAY the 23rd inst. at 9 A.M.
 For Freight or Passage, apply to **NORDDEUTSCHER LLOYD, BREMEN & CO.,** Agents.
 Hongkong, 19th February, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, CEYLON, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."
 Captain T. H. Hild, carrying H. Majesty's Mail, will be despatched from this to Bombay on SATURDAY, the 23rd February at Noon, taking passengers and cargo for the above ports in connection with the Company's str. "BRITANNIA," 6,600 tons, from Colombo. Passengers' accommodation in which vessel is second class departure from Hongkong.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo to the mail steamer proceeding direct to Marseilles and London; other cargo for London &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on 14th April, 1907.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.
 For further particulars, apply to **E. A. HEWITT,** Superintendent.
 Hongkong, 19th February, 1907.

"GLEN" LINE OF STEAMERS.

FOR HAMBURG AND ANTWERP.
THE Steamship
"GLEN TURBET."
 Captain E. Webster, will be despatched as above on MONDAY, the 25th inst.
 For Freight, apply to **MCGREGOR BROS. & CO.,** Agents.
 Hongkong, 11th February, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PRIME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 Taking Cargo at through rates to the BRAZIL, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.
THE Company's Steamship
"AUSTRIA."
 Captain Billefer, will be despatched as above on SATURDAY, the 2nd March, P.M.
 This steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to **RANDER, WIELER & Co.,** Agents.
 Hongkong, 1st February, 1907.

FOR HAMBURG AND ANTWERP.

THE Steamship
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 Hongkong, 1st February, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

Symptoms.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hild	P. & O. S. N. Co.	Today, at Noon.
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. S. Bradshaw	Sheehan, Tomes & Co.	On 26th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYNZA	Brit. str.	—	Verdon	P. & O. S. N. Co.	About 27th inst.
MARSEILLES, AC. VIA PORTS OF CALL	AUSTRIEN	Frenc. str.	—	Wimmerberg	Messageries Maritimes	On 5th Mar., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	C. Mahrad	HAMBURG-AMERIKA LINIE	On 20th Mar.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	R. Webster	MELCHERS & CO.	On 27th inst., at Noon.
HAMBURG & ANTWERP	GLENTURRET	Ger. str.	k.w.	Sachs	MCGREGOR BROS. & GOW	On 26th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SYDONIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schulze	HAMBURG-AMERIKA LINIE	On 26th inst.
MARSEILLES, HAVRE, CHAGEN & BALIC PORTS	KINA	Dan. str.	—	W. Duhren	HAMBURG-AMERIKA LINIE	On 19th April.
NAIPLES, HAVRE & HAMBURG	SCANTIA	Ger. str.	k.w.	Bilfinger	MELCHERS & CO.	About 21st inst.
NAIPLES, FLORENCE, HAVRE & HAMBURG	HAMBURG	Ger. str.	k.w.	Sander, Weller & Co.	HAMBURG-AMERIKA LINIE	On 16th Mar.
TRIESTE &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Dodwell & Co., Ltd.	HAMBURG-AMERIKA LINIE	About 2nd Mar.
NEW YORK	MUNCASTER CASTLE	Brit. str.	1 m.	W. von Seiden	CANADIAN PACIFIC L. Co.	On 12th Mar., at Noon.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	MONTEAGUE	Brit. str.	2 m.	T. W. Garlick	CANADIAN PACIFIC L. Co.	On 14th Mar., at 4 P.M.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	Hollman	Sheehan, Tomes & Co.	On 26th Mar., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TREMONT	Am. str.	—	McArthur	MELCHERS & CO.	On 28th inst., at Noon.
CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	GLENFARG	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 2nd Mar., at Noon.
SAN FRANCISCO VIA PORTS	PRINZ WALDMAR	Ger. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 8th Mar., at 4 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	TEINAN	Brit. str.	1 m.	K. Sumiya	BUTTERFIELD & SWIRE	On 18th Mar.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
YOKOHAMA & KOBE	AGRICAN MARU	Jap. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
YOKOHAMA & KOBE	CHONGSHING	Brit. str.	1 m.	Russ	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
YOKOHAMA & KOBE	KEICHO	Brit. str.	1 m.	Spencer Wilde	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
YOKOHAMA & KOBE	BRASILIA	Ger. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 23rd inst.
YOKOHAMA & KOBE	KWANGSI	Brit. str.	1 m.	Waver	BUTTERFIELD & SWIRE	On 1st Mar., at 4 P.M.
YOKOHAMA & KOBE	SOSHU MARU	Jap. str.	—	H. Ohta	BUTTERFIELD & SWIRE	Today, at Noon.
YOKOHAMA & KOBE	HANGSANG	Ger. str.	—	R. Almond	OSAKA SHOSHEN KAISHA	Today, at Noon.
YOKOHAMA & KOBE	PRINZ LUDWIG	Ger. str.	k.w.	A. W. Outerbridge	OSAKA SHOSHEN KAISHA	On 20th inst., at 4 P.M.
YOKOHAMA & KOBE	LIBERIA	Brit. str.	1 m.	F. Monney	OSAKA SHOSHEN KAISHA	On 1st Mar., at Noon.
YOKOHAMA & KOBE	YOHCHO	Brit. str.	1 m.	B. Rodger	OSAKA SHOSHEN KAISHA	On 2nd Mar., at Noon.
YOKOHAMA & KOBE	KITANG	Brit. str.	1 m.	E. Flanagan	OSAKA SHOSHEN KAISHA	On 23rd inst.
YOKOHAMA & KOBE	JOSHIM MARU	Jap. str.	—	P. Sembl	OSAKA SHOSHEN KAISHA	On 2nd Mar., at 3 P.M.
YOKOHAMA & KOBE	RUH	Brit. str.	1 m.	Bradley	OSAKA SHOSHEN KAISHA	About 7th Mar.
YOKOHAMA & KOBE	TAMING	Brit. str.	—	Zwart	OSAKA SHOSHEN KAISHA	
YOKOHAMA & KOBE	YUENANG	Brit. str.	—			
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	1 m.			
YOKOHAMA & KOBE	KAIFONG	Ger. str.	—			
YOKOHAMA & KOBE	BOHNO	Ger. str.	—			
YOKOHAMA & KOBE	KUN	Brit. str.	—			
YOKOHAMA & KOBE	TJIBODAS	Dut. str.	—			

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon smidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 23rd Feb., Noon.
ZAFIRO	2520	R. Rodger	Manila	On 2nd Mar., Noon.

For Freight or Passage apply to **SHEWAN, TOMES & CO.,** GENERAL MANAGERS.
 Hongkong, 18th February, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to **SHEWAN TOMES & CO.,** GENERAL AGENTS.
 Hongkong, 13th November, 1906.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.,
 ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"KINA"	About 21st Feb.

For Further Particulars, apply to **MELCHERS & CO.,** AGENTS.
 Hongkong, 16th January, 1907.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	NO. SAIL
* TIENHSIN	"CHEONGSHING"	Sunday, 24th Feb., daylight.
* SHANGHAI	"HANGSANG"	Wed. 27th Feb., 4 P.M.
* MANILA	"YUENSANG"	Friday, 1st Mar., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 2nd Mar., 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,** GENERAL MANAGERS.
 Hongkong, 19th February, 1907.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 23rd February.

! Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—**DODWELL & CO., LIMITED,** GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 5th January, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.
 BY the new steamers, "RHEINANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are smidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats the steamers "SCANDIA" & "SILERSIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.
 FOR SHANGHAI, KOBE, YOKOHAMA.
HOMEWARD.
 FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.

HABSBURG	3rd March	* SCANDIA	16th March
RHEINANIA	2nd April	HABSBURG	5th April
HOHENSTAUFEN	30th April	RHEINANIA	17th May
SILERSIA	31st May	HOHENSTAUFEN	29th May
SCANDIA	30th June	* Call at LISBON.	

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.
 FOR SHANGHAI, KOBE & YOKOHAMA... 24th February
 FOR SHANGHAI, KOBE & YOKOHAMA... 28th February
 FOR SHANGHAI, KOBE & YOKOHAMA... 3rd March
 FOR SHANGHAI, KOBE & YOKOHAMA... 16th March
 FOR SHANGHAI, KOBE & YOKOHAMA... 30th March

NEXT SAILINGS HOMEWARD.
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

FOR HAVRE, BREMEN & HAMBURG... 24th February
FOR MARSEILLES, HAVRE & HAMBURG... 20th March
FOR HAVRE, BREMEN & HAMBURG... 24th March
FOR NAPLES, PLYMOUTH, HAVRE & HAMBURG... 5th April
FOR HAVRE & HAMBURG... 19th April

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS.
 FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."
 Will be despatched for the above Ports on TUESDAY, the 26th February.
 For Freight and Further Particulars, apply to **SHEWAN, TOMES & CO.,** Agents.

Hongkong, 18th January, 1907. 230

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
 Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 The Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.,** Agents.
 Hongkong, 29th January, 1907. 301

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship
"AUSTRALIEN."
 Captain Verdon, will be despatched for MARSEILLES, on TUESDAY, the 5th March, at 1 P.M.
 This Steamer connects at Colombo with the Australian line s.s. "Nera," bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "TONKIN" ... 19th Mar.
 S.S. "ERNEST SIMONS" ... 2nd April.
 S.S. "POLYNESIE" ... 10th April.
 S.S. "VILLE DE LA CROIX" ... 18th April.
 S.S. "SALAZIE" ... 14th May.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 20th February, 1907. 2

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT SHANGHAI, COAST.)
 PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.
 1907
 "MUNCASTER CASTLE" 12th Mar.
 "LOWTHER CASTLE" 21st Mar.
 For Freight and further information, apply to **DODWELL & CO., LTD.,** Agents.
 Hongkong, 29th January, 1907. 787

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
 Regular Steamship Service between Hongkong, Callao and Iquique via JAPAN PORT

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c., via Usual Ports.	DEVANHA Capt. T. H. Hild	Noon, 23rd February	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. H. S. Brudshaw	About 27th February	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th February, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KAIKANG"	On 23rd Feb., Noon.
CEBU and LOILO	"KAIKANG"	On 25th Feb., 4 P.M.
MANILA	"KAIKANG"	On 26th Feb., 4 P.M.
SHANGHAI and CHINKIANG	"KAIKANG"	On 28th Feb., 4 P.M.
THANSHAN	"KAIKANG"	On 27th Feb., 4 P.M.
SHANGHAI	"KAIKANG"	On 1st Mar., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 8th Mar., 4 P.M.
YOKOHAMA and KOBE	"CHANGSHA"	On 18th Mar., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS

Hongkong, 20th February, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI via SWATOW AND AMOY	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 24th Feb. at DAYLIGHT.
† SHANGHAI via SWATOW, AMOY and FOCHOW	"SOSHU MARU" Capt. T. SUGA	WEDNESDAY, 27th Feb., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with Electric Light. Unvalued Table. A fully qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, 2nd Floor, No. 1, Queen's Buildings.

Hongkong, 20th February, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS" 6,163 Tons	WEDNESDAY, 27th Feb.	23rd Mar.
"EMPERESS OF JAPAN" 6,000 Tons	THURSDAY, 14th Mar.	1st April
"TARTAR" 4,425 Tons	WEDNESDAY, 27th Mar.	20th April
"EMPERESS OF CHINA" 6,000 Tons	THURSDAY, 11th April	29th April
"EMPERESS OF INDIA" 6,000 Tons	THURSDAY, 25th April	13th May
"ATHENIAN" 3,882 Tons	WEDNESDAY, 8th May	1st June

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.
The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days from YOKOHAMA and 29 days from HONGKONG.

L.M.S. "EMPERESS" and "TARTAR" carry Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Fraya opposite Blake Pier.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	Do. Small Edition	\$10.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA		0.60
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe		3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1901		1.00
THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account		0.50
TEMPORARY MINING REGULATIONS IN CHINA		0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA		0.50
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually		4.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady's Relief Column		1.00
WALLACE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh		1.00
POLITICAL OBSTACLES TO MISBONAARY SUCCESS IN CHINA		0.25
TRADE MARK REGULATIONS IN CHINA		\$1.25
FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations		1.90
HONGKONG WEEKLY PRESS, Half yearly vol. bound		7.50
FIFTY YEARS ANGLICAN CHINESE CALENDAR, 1861 to 1913		2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1905		2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905		1.90
CALLED OUT: or the Chang Wang's Daughter, an Anglo-Chinese Romance, by Miss J. H. Halcombe		2.00
FROM PORTSMOUTH TO PEKING, VIA LADY SMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible)		1.00
SKETCH OF THE WEST RIVER, PLAN OF VICTORIA		0.25
" " KOWLOON		0.75
" " PEAK		0.75
" " NEW TERRITORY		0.75
" " CANTON		0.50
POWER OF ATTORNEY FORM		0.25

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUTPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May
BAYERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHURST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 27th day of FEBRUARY, 1907, at Noon, the Steamship

"PREUSSEN," Captain C. Mahrt, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th Feb. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th Feb. and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th Feb.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	\$21 0 0	\$12 0 0	\$22 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	34 0 0

* TO NEW YORK via SUEZ

VIA NAPLES, GENOA or GIBRALTAR

return

VIA BREMEN or SOUTHAMPTON

return

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from SINGAPORE to COLOMBO. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ SIGISMUND	TUESDAY, 28th Mar.
MANILA	SATURDAY, 20th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR,"

captain W. von Mevius, with MAILED PASSENGERS and CARGO, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
return	\$28—	\$18—	\$12—
TO NEW GUINEA	\$28—	\$18—	\$12—
return	\$28—	\$18—	\$12—
TO BRISBANE	\$30—	\$20—	\$15—
return	\$30—	\$20—	\$15—
TO SYDNEY	\$30—	\$20—	\$15—
return	\$30—	\$20—	\$15—
TO MELBOURNE	\$34.10	\$24.10	\$18—
return	\$62.50	\$42.50	\$31—
TO YOKOHAMA	\$30.00	\$20.00	\$15.00
return	\$60.00	\$40.00	\$30.00
TO KOBE	\$35.00	\$25.00	\$18.00
return	\$70.00	\$50.00	\$36.00
TO YOKOHAMA and back from KOBE	\$34.00	\$24.00	\$18.00
return	\$68.00	\$48.00	\$36.00

TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer

TO EUROPE via AUSTRALIA and AMERICA

From Australia to New York via Vancouver by the J.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA "PRINZ LUDWIG" ... Wednesday, 27th Feb.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA "ZIETEN" ... Wednesday, 13th Mar.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T. K. & Co. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To	1st Class
To London via Plymouth or Southampton	\$62. 0 0.
To Bremen	\$63. 10 0.
To Paris via Cherbourg	\$65. 0 0.
To Naples, Genoa via Gibraltair	\$65. 0 0.

Passage money payable in local currency at current eight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG.

Cunliffe, The Pioneer Experts in Premium Bonds.

Russell & Co.

10 & 12, Place de la Bourse.

SECURITIES issued by PARIS

Municipalities offering

prospective immense returns.

To be purchased for cash or on the "Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prices collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last bond drawn. All transactions confidential.

419

NATAL LINE OF STEAMERS

THE NATAL LINE GENERAL AGENTS

in CANADA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS Ports every fortnight

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898.

PASSENGER SEASON

1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON

THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£31 First and £12 Second SALOON.

To LONDON—£65 First and £44 Second SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No barter done, no pilchage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

Floating Dock available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong, JAVA-CHINA-JAPAN LIJN, YORK BUILDINGS.

Hongkong, 1st December, 1906.

"Textile Manufacturer"

The First, Largest, Best, and most Practical Journal for the TEXTILE INDUSTRY. Profusely illustrated. Original Designs. Samples of Woven Fabrics.

Subscriptions 12s. per annum, post free. Specimen copy on application to—

65 F, King St. Manchester, Eng.

"SEE THE SIGNAL"

KEATING'S POWDER

KILLS BUGS, FLEAS, MOTHS, BEETLES.

Sold in Tins & Bottles only.

Messrs. D. J. KEYSER & Co. beg to offer their services as AGENTS IN ENGLAND. Established in 1844, they have a thorough knowledge of the Markets, and experience of Eastern requirements.


The heads of the Firm give personal supervision to all business, and with confidence invite those requiring RELIABLE AGENTS for purchase of goods, sale of produce, or other business, to contact their interests to them. Machinery orders are attended to by an expert.

1, WHITEHARTS STREET, LONDON. TELEGRAMS: "KEYSER, LONDON."

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RIGAUD'S OF EXTRACT

WHITE VIOLET



The only perfume of white violets which is strong, permanent and fully equal to the delicate freshness of these modest little flowers.

Ask for and accept no other but RIGAUD'S WHITE VIOLET famous for being the sweetest and most lasting of violet perfumes. Sold in 1 ounce bottles.

V. RIGAUD, 8, rue Valenciennes, PARIS.

SAVARESSE'S SANDAL CAPSULES

Efficiency because absolutely pure. English Oil. Not made of gelatine. Full directions. All chemists.

Insist on SAVARESSE'S

POST OFFICE NOTICES.

FOR	PER	DAT
Saigon	Taiwan	Saturday, 23rd, 8.00 A.M.
Bangkok	Chongking	Saturday, 23rd, 9.00 A.M.
Bangkok	Chongking	Saturday, 23rd, 9.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Ningpo and Shanghai
Shanghai and Kobe
Manila

Europe, Asia, India via P.O. of India
Late Letters 11.00 to 11.30 A.M.
Postage 10 cents.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)
(Letters posted in the Post Office in time for the first delivery will be included in this contract mail.)

Bangkok, Saigon, Penang and Calcutta
Tientsin and Chongking
Tientsin and Chongking
Kobe and Yokohama
Amoy, Hongkong, Shanghai, Victoria, B.C.
Singapore, Penang and Calcutta
Shanghai, Hongkong, Saigon, Penang and Calcutta
Shanghai, Hongkong, Saigon, Penang and Calcutta
Shanghai, Hongkong, Saigon, Penang and Calcutta
Shanghai, Hongkong, Saigon, Penang and Calcutta

Europe, Asia, India via P.O. of India
Late Letters 11.00 to 11.30 A.M.
Postage 10 cents.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)
(Letters posted in the Post Office in time for the first delivery will be included in this contract mail.)

Shanghai, Hongkong, Saigon, Penang and Calcutta
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Shanghai, Hongkong, Saigon, Penang and Calcutta
Shanghai, Hongkong, Saigon, Penang and Calcutta
Shanghai, Hongkong, Saigon, Penang and Calcutta

Manila, Hongkong, Saigon, Penang and Calcutta
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Shanghai, Hongkong, Saigon, Penang and Calcutta
Shanghai, Hongkong, Saigon, Penang and Calcutta

CANNOT BE SURPASSED
EYSEN'S STAR BRAND
CHEESE
WHOLESALE AND RETAIL.

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

Hongkong, 15th February, 1907.

TO-DAY.
Entertainment, Bandmen Comedy Co., City Hall, 9 p.m.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. *Hongkong Maru* sailed from Yokohama on the 15th inst. and is due to arrive at this port via Manila on the 24th inst.

THE GERMAN MAIL.
The I.G.M. str. *Preussan* left Kobe via Nagasaki and Shanghai on Sunday, the 17th inst. p.m., and may be expected here on or about Monday, the 25th inst.

The I.G.M. str. *Prinz Ludwig* left Colombo on Tuesday, the 19th inst. and may be expected here on or about Friday, the 1st March.

THE N.Y.K. str. *Shikama Maru* (American Line) left Kobe via Mip and Shanghai for this port on the 15th inst., and is expected to arrive here on the 24th inst.

The P. & O. str. *Benca* left Singapore for this port on the 18th inst., at 1 p.m.

The Indo-China str. *Kulsang*, from Calcutta and the Straits, left Singapore for this port on the 19th inst., at 5 p.m.

The N.Y.K. str. *Kagoshima Maru* (Bomby Line) left Kobe via Mip and Shanghai for this port on the 18th inst., and is expected to arrive here on the 24th inst.

The C.Y. str. *Changha* left Sydney on Sunday, the 17th inst., and may be expected here on or about the 13th March.

The str. *Saint George* sailed from New York for the Far East on the 13th Jan.

The C.P.R. str. *Toslar* left Vancouver on Thursday, the 14th inst., a.m., for Hongkong via the usual ports of call.

TO-DAY.	OPTUM.	Feb 22nd
Malwa New	to	per picul.
Malwa Old	to	"
Malwa V. Old	to	"
Perian fine quality	to	"
Patna New	to	per chest.
Patna Old	to	"
Benares New	to	"
Benares Old	to	"

STEAMERS PASSED THE CANAL.
Jan. 1st— <i>Hanomet</i> , 4th— <i>Indraghara</i> , <i>Ma-chao</i> , 8th— <i>Banca</i> , <i>Denadler</i> , 15th— <i>Rheinfelde</i> , 18th— <i>Ching Wo</i> , <i>Levea</i> , 22nd— <i>Bengale</i> , <i>Denadler</i> , 25th— <i>Rudonville</i> , <i>Stevens</i> , <i>Succa</i> , 28th— <i>Kovangi</i> , <i>Polyphamus</i> , <i>Brconshire</i> , <i>Tenaki</i> , <i>Drangeth</i> , <i>Glestraw</i> , <i>Basdora</i> , <i>St. Patrick</i> , 31st— <i>Nile</i> , <i>Chelias</i> , <i>Dardanis</i> , <i>Verona</i> , 5th— <i>Bonwacker</i> , <i>Bealmond</i> , <i>Buceros</i> , <i>Peria</i> , <i>Alderney</i> , <i>Habsburg</i> , <i>Liberia</i> , <i>Siberien</i> , 8th— <i>Antenor</i> , <i>Cydon</i> , <i>Ernest Simon</i> , <i>Soudki</i> , <i>Mars</i> , <i>Amberlon</i> , <i>Bellicophon</i> , <i>Hohenstufen</i> , <i>Kronprinz</i> , <i>Prinz Ludwig</i> , <i>Vendetta</i> , 12th— <i>Nedwite</i> , <i>Erchersey</i> , <i>Evans</i> , <i>Ferdinand</i> , 15th— <i>Agamemnon</i> , <i>Orion</i> , <i>Pino</i> , <i>Suy</i> , <i>Selazie</i> , <i>St. George</i> , <i>Nubia</i> , <i>Rivendell</i> , 19th— <i>Achilles</i> , <i>B.venue</i> , <i>Japon</i> , <i>Zieten</i> .

ARRIVAL AT HOME.
Feb. 18th—*Namur*.

PASSENGERS.
ARRIVED.
Per *Tai ang*, from Swatow, Mr. and Mrs. Perron and child.
Per *Bo bay Maru*, from Bombay, Mr. and Mrs. J. Morton and F. Tetamanti.
Per *Taming*, from Manila, Mr. and Mrs. R. W. Douglas, Mrs. Adams, Miss Mary Adams, Dr. and Mrs. Pierce, Mr. and Mrs. R. C. Moore, Mr. and Miss Day, Messrs. H. Krul, West-dahl, J. Alm, Droyer, J. B. Mott, W. R. Stewart and Brookman.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$120.
Banks—		
Hongkong & S'hai.	\$150	\$180, x.d.
National B. of China	40	London, £108 c/d
Bell's Asbestos P. Co.	12s. 6d.	\$7, sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$8, sellers
China Provident	\$10	\$6.75, buyers
Cotton Mills—		
Ewo.	11s. 5d.	11s. 7d.
Hongkong	\$10	\$11.00, buyers
International	11s. 7d.	11s. 6d.
Laon King Mow	11s. 10d.	11s. 12d.
Soychee	11s. 50d.	11s. 42d.
Dairy Farm	\$0	\$10.
Docks and Wharves—		
H. & S. Wharf & S.	\$50	\$84, sellers
H. & W. Dock	\$50	\$12, sales
New Amoy Dock	\$61	\$12.
Hongkong Dock and		
Eng. Co. Ltd.	11s. 10d.	11s. 10.75, buyers
Shai & H. Wharf.	100	11s. 22.25, x.d.
Fenwick & Co., Geo.	125	\$2, sellers
Green Island Cement	\$10	\$12.1, sales & sol.
Hongkong & C. Co.	\$10	\$17.5, buyers
Hongkong Electric	\$10	\$10, sellers
Hongkong Hotel	\$100	\$12.5, sales
Hongkong Ice Co.	\$25	\$23.2, buyers, x.d.
Hongkong Rope Co.	\$10	\$21, sellers
H'kong S. Waterfront	\$10	\$16, sellers
Insurance—		
Canton	100	\$20, sellers
China Fire	\$20	\$99, sellers
China Insurance	\$20	\$10, sellers
Hongkong Fire	\$20	\$10, sellers
North China	\$2	\$10.25, sales
Union	100	\$18.25, buyers
Yangtze	100	\$10.75.
Land and Building—		
Hongkong Land	\$100	\$107, buyers
Hampshire & Kowloon	\$10	\$11.25, sales & b.
Kowloon Land & B.	\$10	\$15, buyers
Shanghai Land	11s. 5d.	11s. 10.1, x.d.
West Point Building	\$50	\$50.
Mining—		
Charbonnages	ca. 250	\$45, nominal
Chau	\$10	\$10, sellers
Philippine Co.	\$10	\$5.
Kefarica—		
China Sugar	\$100	\$129.
Luzon Sugar	\$100	\$11, sellers
Steamship Companies—		
China and Manila	\$25	\$10.1, sellers
Douglas Steamship	\$5	\$8, sellers
H. Canton & M.	\$15	\$3, buyers
Indo-China S. N. Co.	\$20	\$80.
Shall Transport Co.	\$10	\$3, buyers
Star Ferry	\$10	\$3.
Do, New	\$5	\$20.
South China M. Post.	\$25	\$24.
Steam Laundry Co.	\$5	\$4.
Campbell, M. & Co.	\$10	\$10, sellers
Purell & Co., Wm.	\$10	\$1, buyers
Watson & Co., A.	\$10	\$10, sales & buy
United Assurance	\$4	\$10, buyers
Do, Founders	\$10	\$10.

COMMERCIAL.

CLOSING QUOTATIONS.	Feb. 22nd.
ON LONDON—	
Telegraphic Transfer	2/21
Bank Bills, on demand	2/21
Bank Bills, at 30 days sight	2/21
Bank Bills, at 4 months sight	2/21
Credit, at 4 months sight	2/21
Documentary Bills, 4 months sight	2/21
ON PARIS—	
Bank Bills, on demand	282
Credit, at 4 months sight	286
ON NEW YORK—	
Bank Bills, on demand	54
Credit, 60 days sight	55
ON BOMBAY—	
Telegraphic Transfer	155
Bank, on demand	155
ON CALCUTTA—	
Telegraphic Transfer	155
Bank, on demand	155
ON SHANGHAI—	
Bank, at sight	73
Private, 30 days sight	73
ON YOKOHAMA—On demand	104
ON MANILA—On demand—Peco	104
ON SINGAPORE—On demand	11 p.m.
ON BATAVIA—On demand	11 p.m.
ON RAYONG—On demand	11 p.m.
ON SAIGON—On demand	11 p.m.
ON HONGKONG—On demand	11 p.m.
GOVERNMENT Bank's Buying Rate	\$8.95
GOLD LEAF, 100 fine, per tael	\$47.70
AS SILVER, per oz.	\$31

HONGKONG TIDE TABLE.

HIGH WATER.						LOW WATER.									
		Hour.		Mean Time.		Height.				Hour.		Mean Time.		Height.	
Sat.	13	6	10	6	10	8	10	1	1	1	1	1	1	1	1
Sun.	14	6	11	6	11	8	11	1	1	1	1	1	1	1	1
Mon.	15	6	12	6	12	8	12	1	1	1	1	1	1	1	1
Tue.	16	6	13	6	13	8	13	1	1	1	1	1	1	1	1
Wed.	17	6	14	6	14	8	14	1	1	1	1	1	1	1	1
Thur.	18	6	15	6	15	8	15	1	1	1	1	1	1	1	1
Fri.	19	6	16	6	16	8	16	1	1	1	1	1	1	1	1
Sat.	20	6	17	6	17	8	17	1	1	1	1	1	1	1	1
Sun.	21	6	18	6	18	8	18	1	1	1	1	1	1	1	1
Mon.	22	6	19	6	19	8	19	1	1	1	1	1	1	1	1
Tue.	23	6	20	6	20	8	20	1	1	1	1	1	1	1	1
Wed.	24	6	21	6	21	8	21	1	1	1	1	1	1	1	1
Thur.	25	6	22	6	22	8	22	1	1	1	1	1	1	1	1
Fri.	26	6	23	6	23	8	23	1	1	1	1	1	1	1	1
Sat.	27	6	24	6	24	8	24	1	1	1	1	1	1	1	1
Sun.	28	6	25	6	25	8	25	1	1	1	1	1	1	1	1
Mon.	29	6	26	6	26	8	26	1	1	1	1	1	1	1	1
Tue.	30	6	27	6	27	8	27	1	1	1	1	1	1	1	1
Wed.	31	6	28	6	28	8	28	1	1	1	1	1	1	1	1
Thur.	1	6	29	6	29	8	29	1	1	1	1	1	1	1	1
Fri.	2	6	30	6	30	8	30	1	1	1	1	1	1	1	1
Sat.	3	6	31	6	31	8	31	1	1	1	1	1	1	1	1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 22nd			
	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.22	30.88	30.27
Temperature	42	65	56
Humidity	71	49	61
Wind Direction	NE	NNE	E
Force	1	1	2
Weather	0	0	0
Rain	—	—	—
Highest open air Temperature on 21st.....53			
Lowest open air Temperature on 21st.....47			

SHIPPING IN PORT.

STEAMERS.
ALABAMA, British str., 1253, D. O. Redding, 19th Feb.—Salina Cruz 5th Jan.—China Commercial S.S. Co.
ALBENGA, German str., 4,300, H. Petersen, 20th February—New York 16th Dec., General—Carlotta & Co.
ANGELIN, German str., 1,250, C. Kumpel, 15th Feb.—Bangkok 6th Feb., Rice—Butterfield & Swire.
ARRATON APAC, British str., 2,931, A. E. Slawatt, 18th Feb.—Calcutta 2nd Feb. and Straits 13th Feb., General.—David Sassoon & Co., Ltd.
ASOMAN MARU, Japanese str., 1,705, K. Sumiya, 19th February—Wakamatsu 14th Feb., Coal—Mitsui Bussan Kaisha.
BORNEO, German str., 1,344, F. Sembill, 17th February—Sundskun 12th Feb., Timber—Melchers & Co.
BRASILIA, German str., 4,234, C. Ross, 21st February—Hamburg and Singapore 14th Feb., General.—Hamburg-America Linie.
CHRONOSTON, British str., 1,256, S. J. Payson, 3rd Feb.—Saigon 28th January, Rice—Jardine, Matheson & Co.
CHOISING, German str., 1,021, S. Simonson, 11th Feb.—Bangkok 9th January, Rice—Butterfield & Swire.
CHOWAT, German str., 1,115, W. Mullermann, 14th Feb.—Bangkok 4th Feb., Rice and Wool.—Butterfield & Swire.
CLARA JESSEN, German str., 1,103, J. Iversen, 17th February—Saigon 12th February, Rice—Jensen & Co.
COTIC, British str., 2,744, Dixon, 14th Feb. San Francisco and Shanghai 12th Feb., Mail and General.—C. O. S. N. Co.
DAK-TAH, British str., 2,393, W. A. Ross, 17th February—San Francisco 15th January, Kerosene Oil—Standard Oil Co.
DERWENT, British str., 1,162, J. Jenkins, 15th Feb.—Saigon 11th Feb., General.—Chinese.
DEVANHA, British str., 4,785, T. H. Hide, 21st February—Shanghai 19th Feb., Mail and General.—Jardine, Matheson & Co.
EMPEROR OF JAPAN, British str., 3,139, H. Pybus, 13th Feb.—Vancouver & Shanghai 11th Feb., Mail and General.—C.P.R. Co.
ETTING, German str., 1,100, J. Kayson, 11th February—Wakamatsu 6th Feb., General.—Jensen & Co.
GREGORY APAC, British str., 2,961, S. H. Nelson, 18th Feb.—Nagasaki 14th February General.—David Sassoon & Co.
HAICHING, British str., 1,267, A. E. Hodgins, 20th Feb.—Foshan 17th February, Amoy 18th and Swatow 19th, General.—Douglas Laiprak & Co.
HOKURIKU, Japanese str., 1,239, S. Suda, 17th Feb.—Japan 12th Feb., Coal—Gillman & Co.
JOSEPH MARU, Japanese str., 1,200, H. S. Smith, 30th Feb.—Tamsui via Amoy and Swatow 17th Feb., General.—Ozaka Shosen Kaisha.
KALIFONG, British str., 884, E. Finlayson, 20th February—Cebu and Hullo 16th February, Sugar—Butterfield & Swire.
KASHIMA MARU, Japanese str., 1,746, H. Nomura, 20th February—Kobe 13th Feb., General.—Fujiwara & Co.
KIAN CHING, Chinese str., 1,000, H. Udden, 10th Feb.—Chinking 5th Feb., General.—Order.
KIKIANG, British str., 1,223, Wavell, 17th February—Shanghai 12th Feb., General.—Butterfield & Swire.
KORCHIANG, German str., 1,262, Rusefsky, 15th February—Bangkok 4th February, Rice—Giese.
KURUMBO, British str., 1,215, G. Hoeker, 20th February—Rangoon 19th Feb., Coal—Butterfield & Swire.
KWANGSHI, British str., 1,226, A. Stott, R.N.B., 20th February—Kinchington 14th February, Coal—Butterfield & Swire.
LANDRAT SCHRIFT, German str., 1,012, H. Grandt, 9th Feb.—Saigon 4th Feb., Rice—Siemssen & Co.
LOONGSANG, British str., 1,062, A. G. Smith, 18th Feb.—Manila 15th Feb., General—Jardine, Matheson & Co.
MARU, German str., 1,169, J. Petersen, 17th February—Saigon 12th February, Rice—Jensen & Co.
MEKONG, Chinese str., 1,338, John McArthur, 11th Feb.—Shanghai 8th Feb., General—Chinese.
MERCEDES, British transport, 2,600, J. S. McGregor, 20th Jan.—Singapore 22nd Jan., Coal—Admiralty.
MONTAGLE, British str., 3,953, S. Robinson, 14th Feb.—Yamaguchi 14th Feb., Flour, Lead and General.—C.P.R. Co.
PHU PHEN, British str., 1,066, J. H. Scott, 17th Feb.—Saigon 12th Feb., Rice—Chinese.
PHU YEN, French str., 2,100, Boulouin, 15th Feb.—Saigon 11th Feb., Rice—Bradley & Co.
PRINZ STEINEND, German str., 3,302, Loeb, 8th Feb.—Sydney 15th Jan., General—Melchers & Co.
PRINZ WALDEMAR, German str., 1,736, C. Voltemas, 18th Sept.—Kobe 12th Sept., General—Melchers & Co.
PROGRESS, German str., 687, H. Pahren, 8th February—Dagie 5th February, Salt—Siemssen & Co.
PRUTHIUS, New str., 1,023, O. Corn-Hansen, 21st Feb.—Bangkok 12th Feb., Rice and General—Nippon Yusen Kaisha.
PROTEUS, Norwegian str., 1,024, N. C. Krable, 17th Feb.—Bangkok 12th Feb., General—Nippon Yusen Kaisha.
QUARTA, German str., 1,145, H. Madsen, 14th Feb.—Saigon 8th Feb., Rice—Chinese.
QUINTA, German str., 687, F. Krum, 17th Feb.—Saigon 12th February, Rice—Siemssen & Co.
RAJAH, German str., 1,275, A. Denker, 18th February—Bangkok 14th Feb., Rice and Teak—Butterfield & Swire.
RATHO, British str., 2,747, J. Thomson, 9th Feb.—Saigon 11th Feb., Rice—Bradley & Co.
REMI, British str., 1,611, E. Almond, 15th February—Manila 15th February, General—Shevan, Tomes & Co.
S. KTA, German str., 992, Kraft, 17th Feb.—Saigon 12th Feb., Rice—Siemssen & Co.
SHANTUNG, British str., 1,835, J. Robinson, 2nd Feb.—Cheridon (Bata) 22nd January, Sugar—Butterfield & Swire.
SOMERSON, American str., 429, Vittoria, 7th Sept.—Manila 4th Sept., Ballast—Order.
SPIN, Norwegian str., 870, A. Steen, 18th Feb.—Saigon 12th February, Rice—Aagaard, Thorsen & Co.
TAT-YAMA MARU, Japanese str., 1,500, Tajihama, 8th February—Chofu and Wei-Hai-Wei 1st Feb., General.—Japanes.
TILLYARD, Dutch str., 2,475, P. J. Van Emmerick, 12th Feb.—Maji 7th Feb., Coal—Java-China-Japan Lijo.
TERMONY, American str., 9,606, Garlich, 19th February—Seattle and Manila 17th Feb., General.—D. Wells & Co., Ltd.
ULV, Norwegian str., 852, J. Pedersen, 17th February—Saigon 12th February, Rice and Peck—Aagaard, Thorsen & Co.
VAND, Norwegian str., 874, H. Braund, 18th February—Saigon 11th Feb., Rice—Aagaard, Thorsen & Co.
VICTORIA, Swedish str., 859, J. A. Hillberg, 16th Feb.—Saigon 11th Feb., Rice and Rice-flour—Aagaard, Thorsen & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
S.S. "KATSHAN," 2,250 tons, Captain B. Branch.
S.S. "KINSHAN," 1,933 tons, Captain J. J. Loomer.
S.S. "HEUNGSHAN," 1,988 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morris.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf and at 1 p.m. from Company's Wharf.
Departures from Macao to Hongkong on week days at 8 a.m. and 2 p.m. On Sundays at 8 a.m. and 5 p.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
S.S. "NANNING," 559 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hotel Maheons (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 559 tons, Captain J. Wilcox.
S.S. "NANNING," 559 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
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INSURANCES.

AACHEN AND MUNICH FIRE INSURANCE CO., OF AIX-LE-CHAPPELLE.
THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Current Rates.
REUTER, BROCKELMANN & Co., Agents.
Hongkong, 21st April, 1907.
THE GLOBUS INSURANCE COMPANY OF HAMBURG.
THE Underwritten, having been appointed AGENTS for the above Company, are

BRITAIN'S AIR FLEET.

MANY PLANS FOR THE COUNTRY'S DEFENCE CONSIDERED.

SECRET WORK.

ACTIVITY OF OTHER POWERS.

When last month the *Express* published a cablegram from Berlin giving at length a review of a remarkable lecture by Professor Martin, in which he prophesied the world supremacy of Germany through the instrumentality of fighting aeroplanes, the first impression produced was one of amusement. Professor Martin's prophesies came like a "made in Germany" piece of fiction from the pen of that novelist of the future, Mr. H. G. Wells.

Since this, however, the question opened up has rapidly assumed a definite shape, and inquiries pursued by the *Express* show that, wittingly or not, Professor Martin has revealed to the world a great problem which is at the present moment occupying the minds of the Governments of all the Great Powers.

It has been demonstrated that the possibility of an aerial fighting fleet has not only been filling the minds of the statesmen who watch over the destinies of France and Germany, but that the matter has even been considered by the peace-loving Ministers of his Majesty's present Government, and in subsequent articles we shall be able to make clear that this question of aerial fighting fleets is not only confined to those countries. For instance, the experiments made by Italy are the most remarkable, and, up to the present, have been the most secret.

The spirit of inquiry which has been aroused by the disclosures in the *Express* can only be compared to the disquietude which followed on the discovery a few years ago that France was in the possession of fully manned and efficient submarines.

For when it has come to the point of advanced science being applied to the military needs of this nation, it has been generally taken as an axiom by the people of this country that the Government of Great Britain would, before moving, profit by the experience of others. It is to be hoped that in the present case the Government will continue to keep in close touch with the progress made by foreign Powers.

One thing is certain, that, however apparently inactive, the Government of this country has at least been alive to the possibilities of aerial warfare.

To what extent it would be gravely impelled to reveal fully at the present time, there is now in our possession information the betrayal of which might jeopardise the best interests of Great Britain.

The utmost that for the moment we are justified in divulging is the fact that several entirely comprehensive schemes of aerial warfare have been submitted to the Committee of National Defence.

With customary caution the British Government has considered these at great length. It is very satisfactory, however, to know that should they now decide to proceed actively in this matter we shall at least be level with the foremost designs accepted by other Powers.

Such great matters as aerial warfare may, by the expert mind, be gauged by little things, and it is of some comfort to know that the rate at which the science of captive ballooning is progressing we are far in advance of other countries.

THREE BRANCHES.

It would, as we have already pointed out, be an eminently serious matter to divulge the policy in aerial warfare which this country may decide to adopt. It is, however, not very betraying the interests of Great Britain to outline the scheme which is most likely to find acceptance. We should hesitate to sketch out this scheme if it were not for the imperative necessity of arousing the Government to continued action through public opinion.

The scheme has been planned on a comprehensive scale, and the prospective aerial fleet may be comprised of the three following branches:

- Sec. 1.—Observatory stations consisting of "sentry kites."
- Sec. 2.—Transport and supply dirigible balloons acting more or less as depot ships and supply stores to the naval fleet.
- Sec. 3.—The actual fighting aeroplanes.

Dealing with this in detail, it may be said that the items of the first section will be curiously constructed. They will consist of four or five box kites, each thirty feet across, which will be held in captivity to the earth by a taut rope. Their primary object is to preserve the features of the rope, for this is to act as a rail to yet another kite which can be made to ascend or descend at the will of those in control.

THE SENTRY KITES.

Attached to the ascending and descending kite—known as the "mam-kite"—will be a basket sufficiently large to contain half a dozen men, three of whom will direct its ascent at any angle required and at any height, leaving the others free to take observations of the country for a radius of many miles.

The mam-kite will be fitted with wireless telegraphy apparatus, which will enable the crew to keep in communication with the other sections of the aerial fleet and the terrestrial army.

In this way a complete system of observation may be maintained, which would enable the fighting aeroplanes to work to the best advantage.

These aerial sentry-boxes, which will ascend to a height of several thousand feet, will be built of bamboo and canvas, and so arranged that the terrestrial army will be able to get them back to earth in the shortest possible time, and to transport them to the spot most calculated to be of advantage. This is extremely necessary, inasmuch as they might otherwise be destroyed by the attacking aeroplanes of the opposing army.

Dealing with the second section—the depot ships—it may be said that, following the same scheme, it will consist of dirigible cigar-shaped balloons capable of tremendous lifting power, able to carry fifty or sixty men above the surface of the earth. These great balloons will act as mother-ships to the fighting aeroplanes supplying them with ammunition and the other requirements of offensive warfare. The greatest height to which it is calculated these balloons will rise is five miles. It has already been proved repeatedly that this is an altitude which might safely be expected.

This great height is necessary to enable the balloons to evade the destructive possibilities of the enemy. So far as is known at present it is only possible for an aeroplane to attain an altitude a little over two miles from the earth's surface, and the most recent experiments with light aeroplanes, such as could be carried on aeroplanes, show that a kite could not be made to range of over two miles.

Still following the same scheme, we come to the third section of the aerial fleet—the actual fighting aeroplanes.

"GLIDERS." These aeroplanes would be built on the "glider" principle, like the machines of the brothers Wright, and would be worked by a forty-horsepower petrol engine and propeller. They would be double-decked, and have two long

side wings, a short "glider" for controlling the upward and downward movement of the aeroplanes, and, at the back, a steering helm to direct the machines to the left or right.

These aeroplanes would be able to carry seven or eight men, of whom three will be required for the purpose of controlling it. The remainder would be free for fighting purposes.

If fired at by a long range gun from the earth or from an enemy's airship, the aeroplanes would seldom collapse. Indeed, the models which have been built on these lines have continued to fly when riddled with shot.

"Homing machines," too, would travel at a fairly high speed, and rise to a height of more than two miles from the surface of the earth. From this point they would drop high explosive shells on the enemy on land or sea.

In outlining this scheme we are perfectly aware that it may read as a literal flight of the imagination. Such an interpretation, however, would be far from being justified. The scheme is actually in existence, but whether the Government has adopted or will adopt it cannot be disclosed now.

IMPORTANT TESTS.

The authorities of the British Army have been for a long time past carrying out systematic tests of the sentry-box order of kite, and it is possible that they be in possession of more data regarding dirigible balloons and aeroplanes than has hitherto been expected. The precise position of affairs is, indeed, paradoxical. The Government is, in fact, half actuated by desire for the utmost secrecy, and yet is half crippled because the ignorance of the public on what has been done does not warrant a large expenditure.

If the public were aware of what is actually taking place the interest aroused would justify practically any amount being devoted to further experiments.

Professor Martin points out that Sir Hiram Maxim had not read his book, which he made his communication to the *Express* on Germany's future use of aeroplanes for war.

He said: "When Sir Hiram has read my book there will probably be no difference of opinion between him and myself. Regarding technical questions, I have not contended that Germany has surpassed other countries in aerial navigation. My assumption is that the German Emperor will demand funds for the construction of aerial workshops at the right time—namely, the year 1910. The advantage Germany possesses over other States is clearly explained in my book, and equally clearly stated in the *Express* Berlin dispatch."

Germany possesses an immense number of efficient soldiers, and the number of soldiers must be taken into account in aerial warfare. With regard to the transport of troops by immense aeroplanes lighter than air and the use of flying machines heavier than air, England does not possess, like Germany, an army which could invade Germany by means of aerial transport routes.

"Flying machines heavier than air will in the near future play a great part in aerial navigation by the side of aeroplanes lighter than air. A military Power desirous of deriving advantages from an aeroplane must possess a large number of intelligent soldiers."

"I uphold my contention that Great Britain will cease to be an island in proportion as aerial navigation develops, and I maintain that Britain will have ceased by 1916 to be an island."

A company has been formed at Gothenburg to float the invention of a new Swedish flying machine by M. B. H. Wallin, director of the material testing department of the Chalmers Institute, who has been working for two years at his discovery.

The inventor states that the construction of his airship will only cost a few hundred pounds, and will therefore be much cheaper than those machines which have been hitherto used for experimental purposes, so that the capital already subscribed is more than adequate for the first trials. The building of the airship will take some weeks, but the work is making rapid progress.

A motor for driving the machine is expected from Paris in a few days. In the course of an interview M. Wallin expressed himself very hopeful regarding his invention.

He said: "The problem of aerial navigation can be solved quite as easily as any other problem. It is only remarkable that the antiquated system of aerial navigation by balloon should have been adhered to so long."

PIG AS PRINCIPAL GUEST.

AMERICAN HOSTS' FREAK SUPPER TO WELCOME THE NEW YEAR.

The eccentric members of American society vied with one another to see who would usher in the New Year with the most freakish form of entertainment. It is generally admitted that the palm goes to an animal supper party given by Mrs. Pike-Griffin at her home in Evanston, a fashionable suburb of Chicago.

Ten of the most distinguished members of Chicago society escorted a bird or an animal guest to the table. The guests were a white pig, a guinea pig, a rooster, a rabbit, a dove, a parrot, a lizard, a ferret, a cat and a squirrel (which was supposed to typify the social climber). The pig was escorted to dinner by the hostess.

Covers were laid for twenty, and the butlers decorously served the lizard with flies, the rabbit with a lettuce, the cat with a live mouse, and so on, the tastes of each being carefully studied. The cat and the ferret were placed opposite each other, and their indecorous conduct was the only incident that marred the social success of the evening. The ferret made a dash for the cat's mouse, and upset some of the table decorations.

Mr. Harry Lehr, of New York, who used to be the champion freak entertainer, is very jealous of the success of the supper, beside which his own effort of last night is comparatively unoriginal.

He had a party at Sherry's, which included representatives of the Drexel and Vanderbilt families. During the supper he declared solemnly that champagne was far too vulgar a drink for the sensitive palates of New York's Four Hundred, so he ordered the waiters to fill the glasses with Croton water. With this the guests solemnly toasted the New Year when the clock struck twelve.

The best celebration in New York was undoubtedly that given by Mark Twain at his Fifth-avenue residence to a large number of literary people. At 11.30 the veteran joke merchant appeared on an improvised stage in his famous white suit tied by a pink ribbon to a tall dark man, whom he described as his brother. "This brother," said Mark Twain, "is the secret of my life. What I eat nourishes him. What he drinks affects me. Consequently, I have been 'blind speechless' on many occasions when sympathetic friends thought I was merely ill."

Twain then announced that his dear brother had seen the error of his evil ways, and was now determined to lead a reformed life. For himself, Twain declared he was going to devote the remainder of his career to giving temperance lectures, using his brother's horrible example as a theme.

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(Signed) JENNIE A. ABBOTT

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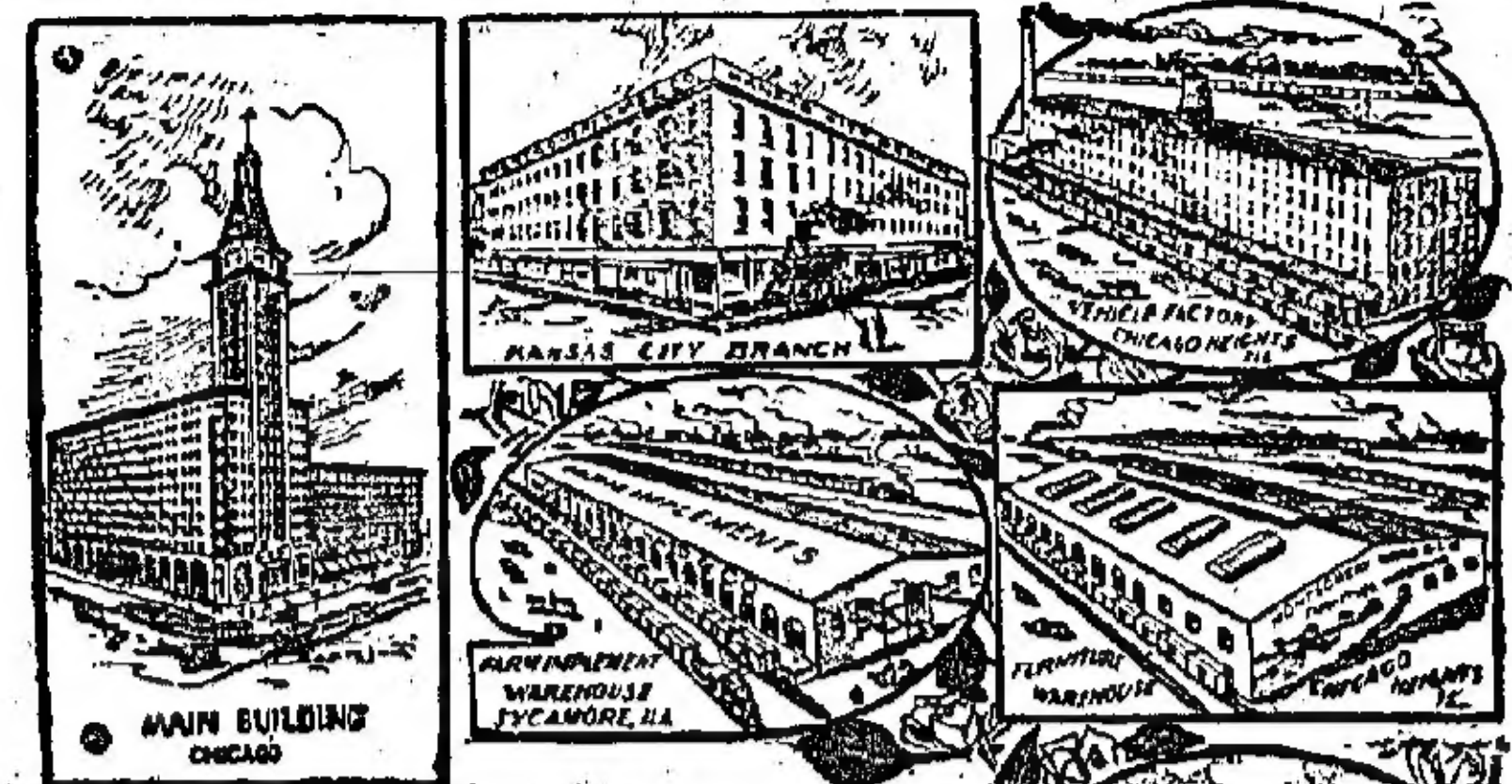
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